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The MORSE DIAL

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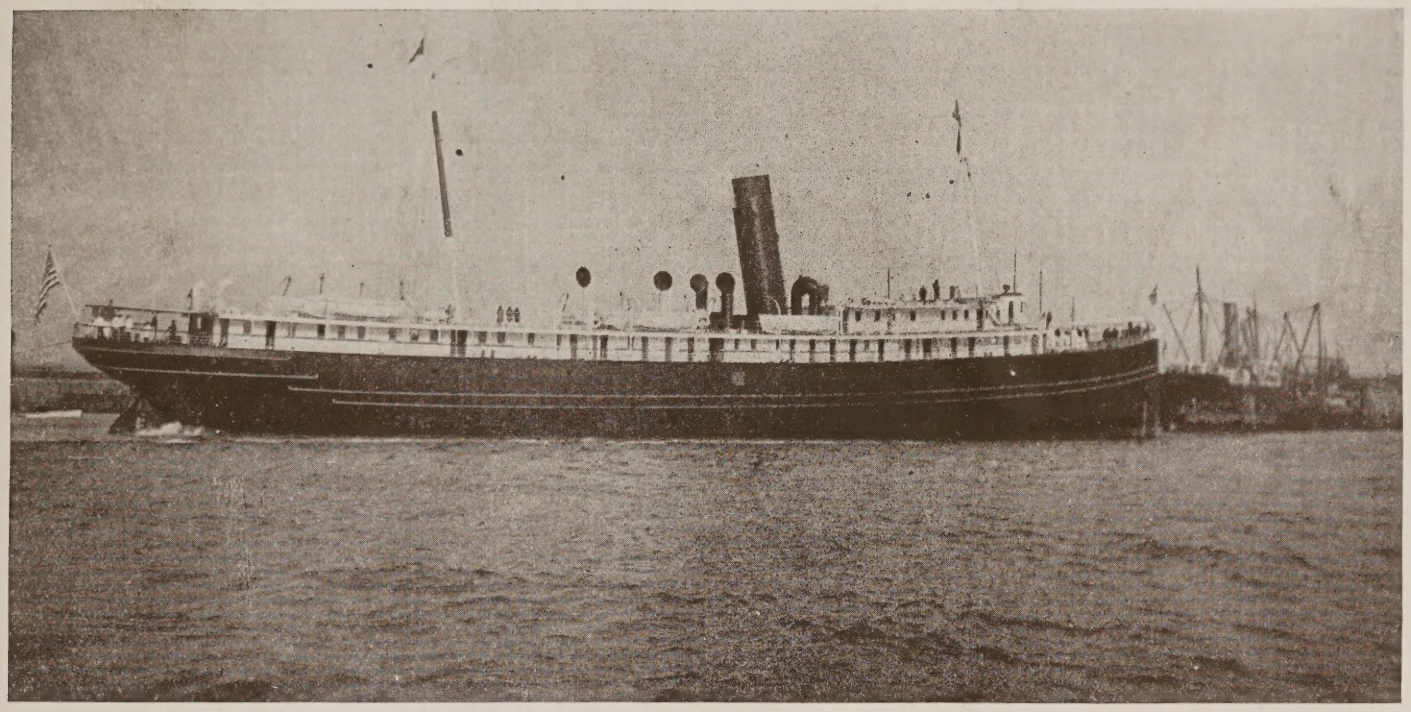
MORSE DRY DOCK DIAL

Vol. 6 January-February, 1923 No. 1



The S. S. Ontario as she looked on completion, sailing for her home port, Baltimore

The Story of the Ontario

With Comments and Comparisons on Changes of Rates, Mechanical Facilities and Speed in Turning Out a Given Job

By Edward P. Morse

Editor's Note: — *This is the fifth in a series of articles by Mr. Morse in which he is relating the history of the dry docking and ship repairing industry in this port as he has seen it during the past 40 years.*

I will mention one more rebuilding job which emphasizes the difference between the costs of today and 1912. The *S. S. Ontario* caught fire on a trip from Baltimore to Boston in April 1912. It was found impossible to get the fire under control and the ship was beached at Montauk Point in order to save the passengers. By the time the passengers were taken off, the ship was a mass of flames and nothing was left but a shapeless hulk. Eventually the wreckers floated the ship and managed with the help of pontoons to get her into the harbor of New York. Tenders were called for and the bids were as follows:

Morse Dry Dock & Repair Co.	$179,950.00	Time	140 days
Robins " " " " "	$217,200.00	"	152 "
Tietjen & Lang Dry Dock Co	$217,000.00	"	185 "
Newport News Shipbuilding & Dry Dock Co.	$224,000.00	"	158 "
Kensington Ship Yard	$218,750.00	"	150 "

Although our time was much shorter than the other bidders, we completed the work in fourteen days ahead of our time, making quite a saving to the owners, who needed the ship badly. To do this work it was necessary to unrivet and practically take the ship apart piece by piece, put the plates, frames and beams through the furnace, anneal and then fair in the rolls. The work was done without affecting the shear or camber of the ship. We made a very satisfactory profit on the contract.

The story of the *Ontario* went through the marine papers at the time the work was done and my reason for referring to it again is not for advertising purposes but to try to get my organization right down the line to realize that with our present facilities, we ought to now do very much better than we did in 1912.

Under present conditions in many instances when

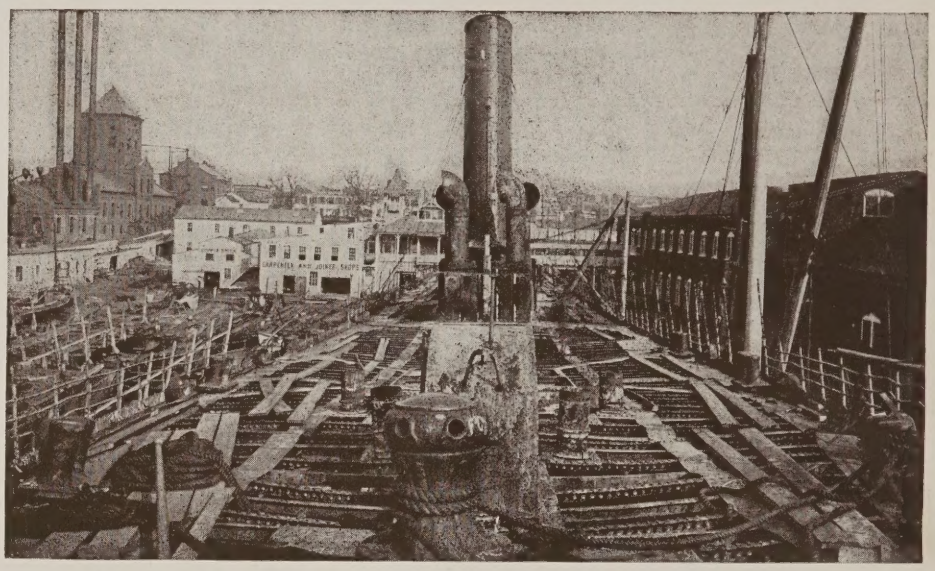
a job is started, the man placed in charge of it wants to know the amount of the contract and how many days he will have to complete the work and as long as he gets his ship out in the contract time he does not worry about anything else.

Previous to 1914 jobs were not handled in this way. When the man in charge of a job found that the time was, say one hundred forty days, he tried in every way possible to beat the time and get the ship out in less than the required number of days, and at the same time tried to cut down the cost of the work in order to bring the profit above the percentage added when submitting our estimate; in fact they took pride in their work and moved around with snap and punch.

A Call for "Self Starters"

Now, apparently, the ambition to excel has disappeared and naturally we wonder why. I agree with Dr. Frank Crane in his article on "Self Starters." We want more "Self Starters" in the yard. We want more "Self Starters" in charge of the carrying out of our contracts. We want men with a higher ambition, who will not be satisfied with turning out a ship in contract time but will try to beat the time. Crane said: "If what you have done is all you can do or all you hope to do—well and good but you won't get very far." Why should this Company be compelled to seek men from the outside to help run this business, when we have so many to select from within our gates? Simply because there are so few "Self Starters," so few who are trying to help. They do not realize that when they help the Company they are helping themselves.

There was never a time in the history of the ship yard business when good hard working, reliable men with a punch were needed so badly. If we had more of these men even with wages one hundred percent higher than *Ontario* days, we could turn out a ship as cheaply now as we did then and in even less time because of our better facilities. I have mentioned the unriveting of the *Ontario*, the taking apart of plate by plate, beam by beam and frame by frame. That work was done by drilling and chipping. If the burning plants had been in general use at that time, we could have saved many days time and a large amount of money.

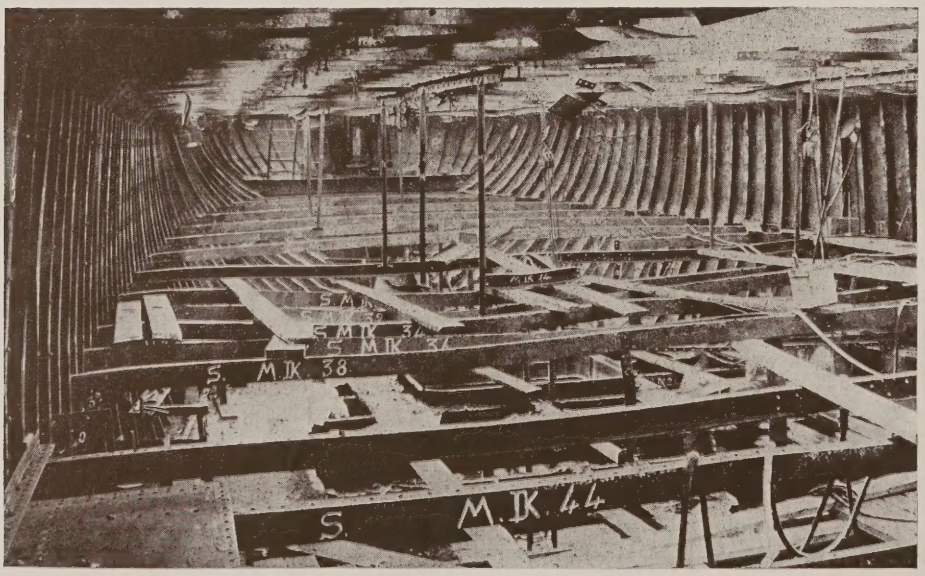


Deck view before starting work—Note buckled beams and plates

First Use of Burners

That reminds me, it was on the *Ontario* that the burners were first used in the repair busines in a small way and we only then began to find out their value. A few months previous to the rebuilding of this ship I went out to a small plant in New Jersey to see an exhibition of burning and welding by acetylene. I was so impressed with its many advantages in our business that I ordered a plant sent to the yard to be tested out. Strange to say my people were not interested. In any event, they pronounced it no good and the owner took it away. Shortly after the work started on the *Ontario*, while watching the cutting of frames by compressed air, I decided to send for the burning plant and try it out myself.

After placing it on board the operator started burning off frames and naturally the chippers, who were cutting with air tools let themselves out but in the first test with the burner we cut twelve frames while the air tool cut one. I then ordered three more plants but our operators were unskilled and it was sometime before we realized that the burner had revolutionized ship repairing. Shortly after this we commenced burning out rivets instead of drilling and in a short time we had forty plants working. The other yards followed and in a short time the burning department became one of the most important in the yards. During the war, when mechanics were scarce, I do not know how we could have gotten ships out on time if it had not been for the burners.



Interior view of dining room space when work started—Note buckled beams and frames

Comparisons of Rates

I noticed an article in the "New York Herald," a few days ago, quoting a statement by Mr. W. C. Foley, Chief Surveyor, of the U. S. Salvage Association, and Mr. Frank Wright, of the Insurance Company of North America. They had prepared a chart showing the fluctuations from 1913 to 1922 of the average cost of ship repairs and the principal contributory costs including labor rates, dry dock rates and steel

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prices. They showed that in 1914 the average rate per day for mechanics was $4.50 per day, $10.96 at the peak during the war and at present $8.96 or about one hundred per cent. above 1914.

Regarding the dry dock rate, in 1913 one of the yards cut the rate from ten cents, per gross ton, and eight cents for lay days to three cents, per gross ton. This rate, however, only stood for a comparatively short time and in the later part of 1914, the dry dock rates were put back to the old rate. In 1917, the rate was 12c and 10c. In April 1918, it was raised to 16c and 14c and this rate stood until the same yard again cut the rate to 5c per gross ton flat. This, of course, is a ruinous price and that rate is now in effect.

So far as time and material repairs are concerned, I believe that repairs are one hundred per cent. higher than in 1913 and 1914 but the facts are: that for the past two years the bulk of repairs and, so far as the Shipping Board is concerned all of their repairs, have been done at competitive prices. Due to the fact that we have so many war babies in the yards and around the Port there hasn't been enough business to keep them going, with the result that the yards have cut out all overhead charges in estimating in order to get business enough to hold their organizations together.

Pernicious Cutting of Overhead

This cutting of overhead has been just as bad and just as foolish as the cut in dry dock rates. One concern cut out their overhead in an endeavor to secure a reconditioning job. The tender submitted showed this and it was immediately followed by the others. The result is that the owners, who have called for tenders, are getting their repairs and reconditioning done at very low prices. While it is true that labor, material and dry dockage figures are one hundred per cent. higher than in 1913 and 1914, it is not a fact that the ship owner is paying one hundred per cent. more than in those years; quite the contrary, as against the difference in wages he is not paying any profit to the yard as all overhead has been eliminated in estimating and this I think balances the increase in wages. A few months ago a British ship owner made the statement that New York was the cheapest port in the world in which ships could be dry docked and repaired with the exception of Hamburg but, allowing that Hamburg was cheaper, the work was attended to here more quickly and was more satisfactory.

The ship yards are confronted with a peculiar condition. They are paying their men one hundred per cent. higher wages than in 1913 and 1914 and the yards are doing the ship owners' dry docking and repairing at a loss for the privilege of doing his business.

If all business in this country were run with as little intelligence as the heads of the yards are displaying in allowing a condition like this to exist, the country would be in a bad way. Most of the heads of the repair yards rose from the ranks. I wonder what the men in the yards think of the business ability shown by these self-made men in dry docking and repairing ships at less than cost. I am afraid they are saying; "these self-made men made a pretty poor job of it."

This is my philosophy of action: Every time you've a task before you examine it carefully, take exact measure of what is expected of you. Then make your plan, and in order to execute it properly, create for yourself a method. Never improvise. The fundamental qualities for good execution of a plan are, first, naturally, intelligence; then discernment and judgment which enable one to recognize the best methods to attain it; then singleness of purpose; and, lastly, what is most essential of all, stubborn will.—*Marshal Foch.*

The ship as she looked on the 126th day

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Rolling Down to Rio

An inlet of the Bay of Rio, showing famous Avenida Beira Mar drive and the Botofogo, fashionable residential district

SOUTH AMERICA is in the limelight today. Ships plying between the United States and that country are carrying large numbers of passengers to the great Centennial Exposition now being held at Rio de Janeiro, in commemoration of one hundred years of Brazilian independence. This is the most important exposition ever held in South America. It does not limit itself to the exhibits of any one State, but permits the visitor to gain a comprehensive knowledge of the importance of Pan American industry, commerce and friendship.

Foreign governments are taking part. The United States has erected a handsome building, which will later be used by our Government as its Embassy Headquarters.

The *Reliance*, sister ship of the *Resolute*, the *American Legion* and the *Western World*, recently on the Morse Dry Docks for extensive reconditioning are now in South American service. The *American Legion*, a U. S. Shipping Board vessel operated by the Munson Line, is the flagship of its fleet and holds the record from Rio to New York, having made the run in 10 days and 13 hours. The *Reliance* recently transferred by the United American Lines to Pan American registry is under charter by Raymond Whitcomb and made her initial trip to Rio February 9th. Designed especially for tropical voyages she is equipped with vacuum and pressure fresh air ventilation system, and ample deck room, five times around her Promenade being equal to a mile.

Steaming Into the Harbor

It is interesting to picture these boats coming into the magnificent harbor of Rio—called by those qualified to judge the finest and most picturesque harbor in the world, with water as blue as the Mediterranean and studded with islands. The entrance from the Atlantic is by means of a channel at the narrowest point of which Sugar Loaf Mountain, a great granite rock, rises a sheer 1300 feet out of the water.

Rio de Janeiro itself lies in the bowl of a great natural amphitheatre of mountains and peaks rising up from and around the Bay of Guanabara. Circling the bay for miles is a boulevard giving an unobstructed view of city, bay and ocean. Between well-ordered lines of palms are revealed here and there brightly colored villas and spacious residences surrounded by tropical gardens.

When de Sousa sailed into this Bay on January 1, 1531, he thought he had entered a river and called the place Rio de Janeiro or the "River of January" from whence the city derives its name. The population is around 1,500,000, one-third the population of Paris, though Rio occupies twice as much space as Paris. It is laid out in such a spacious and orderly manner that it has been called the cleanest city in the world.

Entering Rio de Janeiro, the steamers go directly to the new stone and concrete docks at the Praca Mava, a large square at one end of the Avenida Rio Branco which is the principal street running lengthwise through the city. At the opposite end of the Avenida are situated the Exposition buildings. The Rio Branco is a remarkable example of careful city planning. It was completed in six months by 10,000 men working day and night; six hundred buildings were torn down to make way for it. Considered one of the most beautiful streets in the world, the Avenida is 110 feet wide with a parkway through the center. The sidewalk are of black and white mosaic and are lined with open-air cafes like those of the French capital. Along this thoroughfare are the finest buildings, hotels, theatres, shops and offices. The tall building

to the right in the accompanying photograph is one of the finest and most completely equipped newspaper headquarters in the world.

The Avenida Beira Mar pictured above is the ocean boulevard, a scenic driveway of great beauty which runs around the curve of Guanabara Bay. Alongside the drive is the Botofogo, a high class residential district built in a horse shoe formed by an inlet of the bay.

Rio de Janeiro, because of its natural beauty and splendid location, is ideally fitted to be the capital of such a large and important state as well as its principal social and commercial center. Since 1903 nearly $100,000,000 has been spent in the improvement of this city.

Larger Area Than U. S.

The importance of the present commercial value and future possibilities of Brazil can scarcely be over-estimated. Occupying fully half of South America, Brazil's territory of 3,300,000 square miles could swallow up the United States proper and still have room for all of Italy and Spain. She has nearly 10,000 miles of waterways which can be used all year by ocean steamers and 20,000 more miles which can be navigated by launches, barges and flat-bottomed boats. Her navy consisting of more than 50 ships has its base at Rio de Janeiro and there also are several dry docks with a capacity for the largest battleships.

Discovered by Portuguese

The Government of Brazil is the Federal republican representative form of government and is called the United States of Brazil. A Portuguese navigator was the discoverer of Brazil, and named it from the red dyewood found in the forests, commercially known as "Brazilwood." When Napoleon invaded Portugal early in the 19th century, the King of Portugal fled to his American possessions. Upon his return to Portugal he left as regent his son Dom Pedro who, in sympathy with his country's desire to be independent from Portugal, proclaimed Brazil's independence on September 7, 1822, and became emperor. It is this event which the present Exposition is commemorating (having opened September 7, 1922), lasting until March 31, 1923. A republic was proclaimed in 1889.

The people of Brazil are mostly of Portuguese descent and the Portuguese language is both the official and popular language. The climate is mild, rather than hot, more like that of New Orleans than of Havana and the seasons are quite the reverse of what they are in the United States. January is warm and the Brazilian winter comes in June, July and August.

Government Aids Shipping

The Brazilian Government had under subsidy in 1921,—245 steamers of 217,-235 net tons. In 1922, for example, *Lloyd Brasileiro,* the principal passenger steamship line under South American registry, between Rio and New York, received a total of $2,444,000 in subsidies from the Brazilian Government. In 1911, *Lloyd Brasileiro* was placed directly under control of the Government and so remained throughout the war more than doubling its tonnage through German steamers seized in various Brazilian ports. It is estimated that since the organization of the steamship line in 1890-91, the Brazilian Government has spent on the company 200,000,000 milreis, or more than $100,000,000 at the normal rate of exchange.

During 1921, all of the navigation lines owned or controlled by the Brazilian Government showed a deficit in operation, the total losses being 9,158,-727 milreis.

The time of day I do not tell
As some do by the clock,
Or by the distant shining bell
Set on some steepled rock.
But by the progress that I see
In what I have to do—
It's either Done o'clock for me
Or only half-past Through.

—*Bangs.*

She—"You raised your hat to that girl who passed. You don't know her, do you?"

He—"No, but my brother does and this is his hat."—*Phoenix.*

View of Wharf, Bay of Rio—the Praca Mava in the foreground.

Avenida Rio Branco—main business throughfare—completed in six months by 10,000 men working day and night —leads directly to the Praca Mava.

From Boston to Charleston with the "Maris"

HEAVY seas are rolling and treacherous winds buffet the 30-footer *Maris,* as she fights her way from Boston, to Charleston, 1200 miles away.

Yachtsmen everywhere are in touch with her progress, especially the gentlemen of the Charleston Yacht Club, at whose instance she has been designed and built, for the purpose of wresting the coveted Interstate Perpetual Challenge Cup from the hands of the Savannah Yacht Club.

The *Maris* is making this long run, 300 miles of which are in the open sea, as a preliminary of the contest which requires that the boat be sailed on its own bottom from Boston to Charleston, where she is later scheduled to race the *Dragoon*—pride and champion of Savannah.

All of this was 25 years ago, but to Captain "Bill" Kirby, of the Morse Transportation and Towing Department, it seems like yesterday. Captain "Bill" was the skipper who battled with the elements for three weeks until he dropped his charge's anchor athwart the dock of the Charleston Club.

The adventure of the *Maris,* the reported wreck of the yacht, and the reported death of its Captain, are all a matter of record in the Boston papers of that date.

But, read the story as Captain Kirby tells it in his own words.

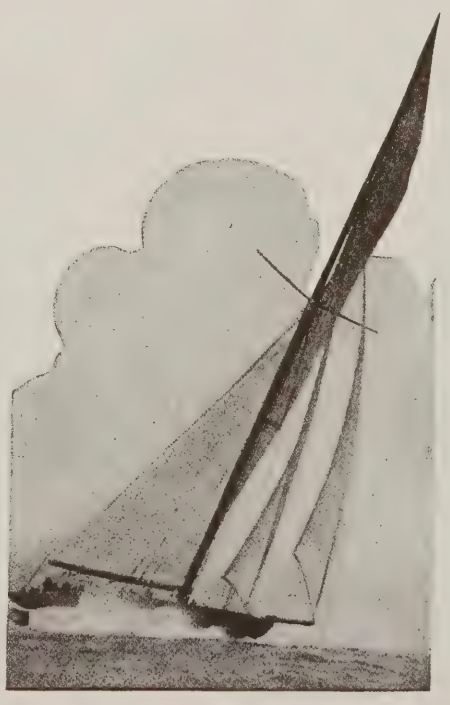
"Well, I did not like the looks of the weather that March day, but, as I remarked to one of the Captains on the dock, if there wasn't so many people here to see the start, I would put it off. I will get away even if I have to put in to Hull (which is only 5 miles from Boston). Well, I did not stop at Hull but laid a course for the Race, the tip end of Cape Cod, 41 miles away. We hadn't sailed more than 15 miles before we had to take in sail and reef down as much as possible, the wind strong, N. W., right behind us. We rounded the Cape and passed Highland Light about midnight. The wind hauled to the East with snow flurries; then it commenced to haul more to the S. E. and blow harder.

"We passed Pollock Rip lightship about 5 A. M. I hauled up for the buoy off Stone Horse Shoal and then we commenced to pound and throw spray and when it struck, it froze. I was soon coated with ice but did not feel cold, as it kept the wind out. I kept my crew in the little cabin and called them when we wanted to tack. The wind kept hauling and we soon had it dead ahead when I got as far as Handkerchief Lightship. I tried to make Hyannis but the seas were pounding us so badly that our mast braces were breaking. So I had to run for Bass River Breakwater, past a few stones, but it made a little shelter for us.

"We anchored there about 10 A. M. on the 22nd, rolling and pitching with two anchors out. The boat had considerable water in her and our grub and suit cases were floating. Well, we started our little stove and made some coffee and then began to dry our clothes and bedding. The only thing that worried me was that I could not get ashore to telegraph my wife as I always did as soon as I rounded the Cape, but our small boat would not live in the sea that was running.

"At 5 A. M. on the 23rd we all woke up feeling fine. I thought someone would have a cold after sleeping in wet clothes. But we were all O. K. We got under way at 5:30 A. M. and I started for Hyannis so I could telegraph home.

"After telegraphing, I bought the newspapers, and there on the front page I read my obituary and saw my picture and the picture of the crew and yacht. Well, I wish I had that clipping! There was much talk in the newspaper about the yacht I was taking south and the type of boat, which ordinarily would be shipped on the deck of a steamer, but which owing to the terms of the race, had to be sailed there on her own bottom.



"It was too early in the season for yachting but it seems that another yacht had left Dorchester, Mass., the same day. The Capt. made a mistake and got too near the Race on the end of the Cape and all hands were lost. Well, when pieces of a yacht were picked up on the beach everybody thought it was us, especially when neither my wife or Lawley, the builder of the yacht, had received a telegram and there were no reports of us along the Coast. It was a joke to us and a scoop for the reporter at Hyannis. Captains of ships arriving in Boston saw no signs of us and said that no small boat could live in the seas on the back side of Cape Cod. One reporter even mentioned the remark I made to the Captain on the dock. I said I did not like the looks of it; if there wasn't so many here to see us start, I would put it off.

"Well, I had to send some more telegrams and then we started on our way. We put in to Woods Holl about 5 P. M. the same day, as I did not want to risk any more night sailing until I got my mast braces repaired. The next day we reached Newport, arriving at 5 P. M., with a very light wind all day. We started at 4 p. m. the next day for New York, were becalmed off Point Judith for 3 hours. Soon however, we got a light breeze from the S. W. Sighting a towboat with a string of barges, we caught the last barge, dropped our sail and towed the length of the sound to Whitestone, N. Y., arriving there about 8 A. M., the morning of the 26th. We then hired a tow boat to take us through the Gate to Tebo's Yacht Basin where we laid for 3 days, repairing boat and sail. We left Tebo's on the 29th, sailed over to the Delaware and Raritan Canal, towed through to Trenton, sailed the D laware River to the Delaware and Chesapeake Canal, sailed the length of Chesapeake Bay to Norfolk, and arrived there on April 5th. We towed through the Dismal Swamp Canal to Elizabeth City, through Albemarle, Pamlico and Core Sounds to Moorhead City, N. C., arriving there April 8th at noon. We were weather bound there for 10 days, with heavy head winds from the south. On the morning of April 18th we made a start in company with 4 schooners which had been waiting longer than we had, bound for Charleston, S. C. It was 200 miles to sea, our last outside run. About 9 A. M. the weather commenced to look

The American Indian Goes to Sea

LONG before the first white man's ship sailed into American waters, the Indian had a well established birch bark fleet of merchant marine. True, he never ventured far out to sea. But he voyaged coastwise and paddled across bays and rivers.

What the Iroquois of Staten and Manhattan Islands thought when the first white man's ship entered what was later to be the Port of New York, is a matter only of conjecture. Perhaps his first thought as he sighted the "Half Moon" as she sailed into the lower bay was that here was the phantom ship built high with sails that was to ferry him to the "happy hunting grounds."

We can picture him approaching this strange craft with his canoe, in ever narrowing circles. Gradually he gets close enough to see that along the railing of her poop deck were painted white clouds on a blue field, and on her stern the white half moon. These nature paintings were natural enough for the Indian's comprehension. His own ideas of art ran in the same direction. Perhaps he overlooked the initials of the Company and the armoreal emblems that were stenciled on her. But the yellow trimmings on the forecastle and the same color about the bow and under the socket of the bowsprit surely pleased him mightily.

Perhaps he was tempted to let fly a flint-tipped arrow when he saw the carved red lion of Holland stretched at full length supporting the bowsprit.

But he didn't. It looked more real and practical as he got closer and we can even imagine him calmly estimating her weight at about 60 ton burden and worth about twenty years' savings of wampum.

Three hundred and fourteen years have intervened since then. It seems a long leap from the birch bark canoe to the steel hulled freighter of today.

And yet, the formation of the American-Indian Steamship Corporation, with a capitalization of $2,000,000., backed by funds furnished solely by the early inhabitants of the American Continent, is about to become a practical reality.

A charter has been granted them this month. The American-Indian Corporation was conceived and is to be financed by a number of Indian tribes of Oklahoma. The Board of Directors of the Corporation will include bankers, oil men and ranch owners, all of them members of Indian tribes. It is planned to distribute the stock of the corporation entirely among the Indian people, and the Officers and Directors of the Company are all Indians,—the most active principals being drawn form the Osage, Cherokee, Creek, Choctaws, Caws, Seminoles and Chicosaw nations.

The preliminary program of the promotors calls for the purchase of five steamers to operate in the Gulf, North Atlantic, South Atlantic, and West Indian trade.

The poular conception of the Indian has been drawn largely from fiction and early histories. Of late years, however, he has shown a disposition to get away from his inherited resistance to an altered environment and to become a part of modern activities.

His progress has been little noted outside of the middle and far West where, what remains of the Indian race has settled.

Those who have profited by the discovery of oil and gas on their lands show a disposition to make good use of their money. For homes and barns and agricultural implements the Indian has spent approximately $18,000,000. in the past decade. 37,000 Indian farmers are cultivating a million acres. Others to the number of 47,000 are raising live stock that is valued at $38,000,000.

The announced Steamship Corporation is the newest establishment indicative of the Indian's enterprise.

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bad, the schooners hung on for a little while, then turned back for Moorhead City. I kept on, figuring that if the wind held true, I could make Southport, N. C., 90 miles away about 10 P. M., but it did not hold. Was off there at 10 P. M. but the wind shifted to N. E. and blew me off shore again. I spent one bad night. My crew were deadly sick from pork they had eaten in Moorhead City and I had to stay at the tiller all night. Luckily the wind was fair.

"The boat was well equipped with oil bags and I had them strung all around the boat. Just before dark, my small boat capsized. I had just ordered one of my men to cut it adrift when another sea lifted it up and nearly all the water ran out of it. I was never so glad to see daylight. The wind went down and we got a nice breeze until within about 5 miles from the jetties at the mouth of Charleston Harbor. We were becalmed at 5 P. M.

It looked like we had to spend another night out to sea, but the members of the Charleston Yacht Club had been watching for us and put out with a steam yacht and towed us in to Charleston. I was all in,—36 hours at the tiller alone, with 3 of the best men that ever handled a boat as crew deathly sick with a touch of ptomaine poison, willing, but unable to assist. Well, they treated us royally in Charleston, paid us double the agreed price and sent us home first class train or boat. I was in a hurry so I took the train; my men took the boat. The yacht did all that was expected of her; she beat the other boats so badly that I don't think Charleston ever received another challenge from Savannah or any other southern port."

The Boston Globe of March 21, 1900 says,—"Capt. Wm. F. Kirby, who is in command of the *Maris* on her voyage south has had charge of many racing and cruising yachts and is hailed as a thorough reliable skipper. One of his best trips was in the *Carmita*, owned by W. K. Vanderbilt, Jr. He took the yacht to Newport in 27 hours. Mr. Vanderbilt had left Boston for Newport, leaving orders to have his yacht sent to the latter port, and his surprise and pleasure can well be imagined on finding that his boat had arrived in port ahead of him.

"At present Capt. Kirby is master and pilot of the steam yacht *Nushka* owned by Cyrus Field Judson, a well known Wall Street Broker."

Maximum Results from Fuel Oil

AS The Morse Fuel Oil Burning System is now about ready to be put upon the market, we are able to give some interesting facts regarding various phases of its development, design and the Combustion Service which forms such a valuable adjunct of the equipment itself. Of necessity, during the early days of invention and experimental tests, nothing could be published regarding plans. Now, however, we can answer the many inquiries from members of our own organization as well as from owners, executives and superintending engineers who are anxious to learn of marked improvements in marine practice or equipment that assure substantial operating economies.

Every Engineer is familar with the advantages of Fuel Oil over coal: — a clean boiler room, convenience in bunkering, elimination of large forces of coal passers, reduced fuel space, greater ease in meeting steaming requirements, cleaner decks on passenger ships, etcetera.

Managers who have had experience with both coal and oil, particularly when Fuel Oil is well handled, know the marked economies of oil.

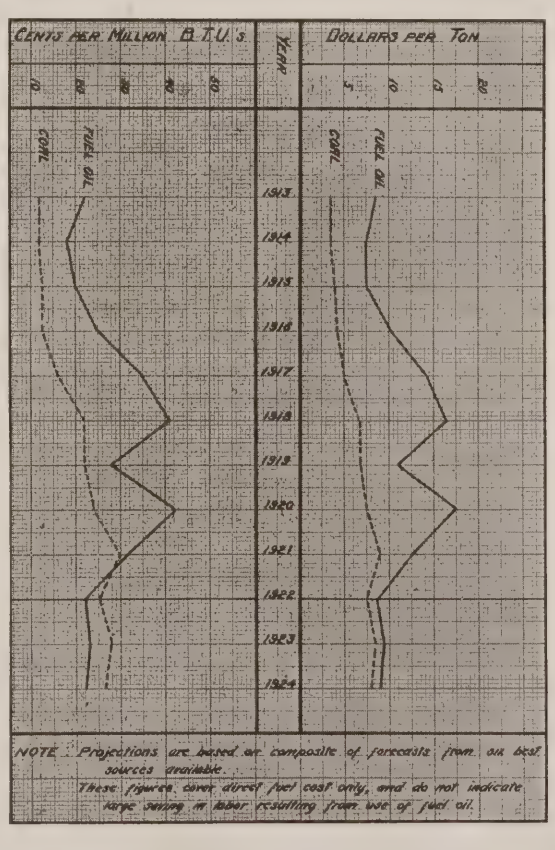
The question of the comparative cost of each, both now and the probable future tendency, is therefore an extremely important consideration.

A careful study has been made of the price of both coal and fuel oil for a period of years. The best obtainable forecast of probable future price tendencies have been plotted together, and the indication is that the differential in favor of oil will continue if not increase.

Scientific Observation

The Morse Company, at the time of the introduction of liquid fuel, judging from the history of other marked improvements in industrial and mechanical arts, decided that during the first years of invention, experimentation and trial use, its policy would be one of close observations of the practical results attained by the various types of oil burning systems on the market. We have, therefore, up to this time installed any system which the engineering staff of a shipping concern might feel best suited for its particular needs. Each installation was carefully studied as to design, simplicity, comparative original cost, and wherever possible later followed up with relation to combustion efficiency and maintenance troubles. In this way, our company has accumulated a vast fund of valuable data on all angles of oil burning and equipment.

Our object has been, as soon as the period of general experimental development has passed, to utilize the observation and experience of these years in the creation of the most efficient Fuel Oil Burning system on the market.



Developments of the Morse System

To accomplish this result, the services of Mr. D. J. Irish, recognized as one of the leading specialists and practical designers in this field, were secured. Mr. Irish possesses an unusual combination of inventive ability and practical mechanical judgment. Following a broad technical training, he immediately became identified with commercial development work in combustion engineering. He has played a prominent part in many of the most valuable steps of progress in Fuel Oil Burning during his twenty years of experience as a Combustion Equipment Designer and Engineer. Throughout this time he has come in intimate contact with the commercial use of Fuel Oil for many purposes under a wide variety of conditions.

In order that the new Morse System might be the last word in practical simplicity, ruggedness, flexibility of control and mechanical performance, the services of a group of recognized leaders in various lines of Oil Burning were enlisted to act as an Advisory Engineering Council. It is an interesting fact that each of these gentlemen who now occupies a responsible executive position, should have gladly volunteered his services, feeling it a privilege to make a contribution to the advancement of this important mechanical practice. Each of them, during his many years of operating experience, has developed distinct improvements in design, all of which have been incorporated in the new Morse System.

The result of the efforts of this combination of talent has surpassed original expectations. Each element of the system possesses outstanding points of superiority over any equipment on the market. Their combination into a well designed and compact system has won the prompt support of every engineer who has witnessed a test.

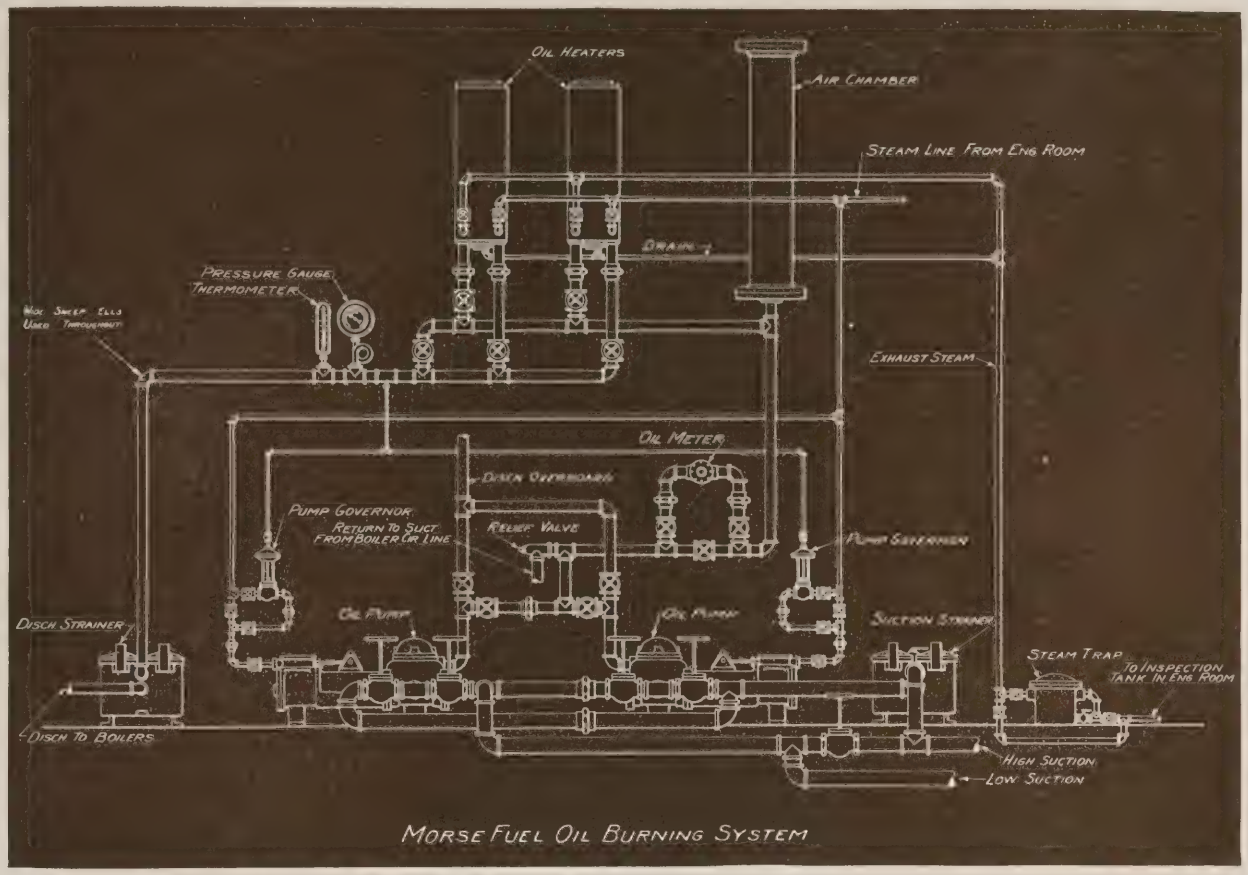
The following may be mentioned as some of the chief advantages of the Morse System:

The Morse System

1. Exceptionally rugged design.

2. Perfect and minute control of all adjustments which contribute to combustion efficiency. (The range of adjustment is very wide and the proper manipulation by the fireman very simple and convenient).

3. All parts are readily accessible for cleaning.



4. Smokeless combustion with minimum heat losses easily obtainable under all operating conditions.

5. The flame is of such shape and location that a maximum portion of the heating surface of the boiler is utilized for steam production.

6. Owing to practically smokeless combustion, heating surfaces of boiler are much cleaner, and consequently more effective in transmitting heat.

7. With installations of the Morse System are provided precise instruments for keeping a constant check on boiler performance. There is also provided a practical and experienced technical engineering service to assist in training boiler room crews in securing maximum results.

Standard of Performance

When a boiler plant is converted from a coal burner to an oil burner, the entire procedure and standards of fire room practice are necessarily changed. The staff, both officers and firemen, if not previously experienced in using liquid fuel, will have to work toward a high standard of performance by slow and costly experimentation unless properly coached. During this time both the staff and the oil burning system are blamed for lack of better results.

Even assuming some previous knowledge of oil burning on the part of members of the staff, previous methods of checking combustion efficiency (the color of flame and the smoke from the stack) are only approximate. It is only *by exact* knowledge of stack temperatures and the chemical make-up of the gases that any fuel burning system can be continuously regulated to give maximum combustion efficiency under all loads.

Morse Service

To enable the fire room crew to have such constant and exact knowledge of temperatures and gas values, a Hays gas analysis apparatus and stack thermometers are supplied with each installation. These instruments give a precise measure of incomplete combustion and preventable fuel losses.

The introduction of such precise control methods may seem to the uninitiated to be too complex for practical use by the average marine fireman. This would be true to a certain extent if the *interest* and *desire* of the firemen to learn and do were not properly developed by skilled coaching through the ship's engineer officers, by an experienced combustion service engineer familiar with the prejudices and aims of the average fireman.

An important branch of the Morse Fuel Oil Engineering Department is therefore, the Service Section. This branch is composed of carefully selected combustion engineers who are especially trained and experienced in technical and practical phases of oil burning and who have shown unusual adaptability in "selling" the idea of "Maximum Results from Fuel Oil" to firemen and cooperating with Engineering Staffs and Ships' Officers to secure lasting satisfaction from conversion to liquid fuel.

Every mechanical installation is supplemented by this service, both intensively in person at first and continuously thereafter through reports and consultation with Superintending Engineers or Operating Managers.

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL
A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the interests of the Company.
Vol. 6 No. 1
Frank Ely, Editor.

"Cleveland Bill"

LOYALTY with the other virtues has its own rewards. Being loyal is just a matter of everyday honesty, whether it's with ourselves, our work, or those with whom and for whom we work—meeting our obligations squarely and in a generous mood —giving some of our heart as well as our hands and head.

The recent death of "Cleveland Bill," known throughout the Morse plant, and an old timer, brings to light an incident that illustrates this thought.

Several years ago, after Bill was caught in the explosion of the forepeak tanks of the oil tanker *Ardmore*, he was confined to bed, flat on his back.

As the lawyers pressed about him while he lay helpless, trying to persuade him to sign various documents, "Cleveland Bill" in his impatience cried,—"I won't sign any paper till I see Ned Morse."

Mr. Morse was out of town at the time, but on his return visited the hospital. "I'm coming to see you, Mr. Morse, as soon as I'm well," Bill said, —"I know you'll take care of me." And he was taken care of, substantially, and in addition given a life's job.

In an organization where sympathy and friendly understanding exist between employer and employee, there is bound to be a deep feeling of loyalty. The Plant becomes more than a mass of docks and buildings and machinery. Mutual obligations are shouldered, without bickerings and without becoming involved in lengthy and intricate discussions and procedure. Where there's loyalty, there are no disputes.

Abraham Lincoln

THE qualities that endeared Abraham Lincoln to the hearts of the people of his time and those of us who have followed, have been an humble sincerity, a practical faith in the triumph of the right, clear thinking, clear speaking, a strong personal responsibility to the people and to a cause, and a sympathy for humanity as broad as the universe.

One of the men in the Morse plant, R. B. Coates of the Hull department, and an admirer of the Great Emancipator has emphasized a side of Lincoln which is a sample of the fruits of doing the best that is in us, with what advantages we have at hand.

Mr. Coates writes:

"The life of Abraham Lincoln is probably the greatest outstanding illustration of perseverance.

"He in a wonderful way achieved what others believed could never be accomplished. Remember, he never had the educational advantages we have today. His younger life was one of great hardships and disadvantages.

"We had learned that it was possible for him to attain the position he occupied in American history, simply because he had the will to work and make the best of his limited means.

"One of the great outstanding features of his life is the address delivered by him at the ceremony attending the dedication of the monument erected in honor of the men who fought and fell at the Battle of Gettysburg. We have all read this famous speech:—"Lincoln's Gettysburg Address."

"Two great men were chosen to deliver addresses on that memorable occasion. These men were Abraham Lincoln and William Everett. William Everett at his time was considered one of the most noted orators, and fully justified the reputation. Lincoln realized this fact and sincerely felt that he was not capable of delivering a speech such as Everett with his wonderful mind and power could produce.

"Finally the day of dedication came. While seated on the train en route to the scene of the unveiling exercises Lincoln tried hard to think of expressions appropriately befitting the occasion. He had forgotten to bring a supply of paper with him, and looking around the car he noticed a gentleman reading a manuscript. He explained to the man that he needed paper and requested a small strip of the wrapping paper. Little did he realize that this man was no other personage than William Everett.

"When they finally arrived at their destination and the ceremony opened, William Everett was introduced as the first speaker. After the close, the people attending the ceremony were so well pleased that they applauded for at least two minutes. Then came Lincoln's turn. For the moment he lacked expression for he did not know what to say, but when he did speak, what oratory! After the close of his address there was not even as much as a clap of a hand; the people were too deeply affected to applaud. Lincoln, realizing the wondrous oratory of Everett and thinking of the applause that followed his address, noticed that his audience was seemingly unaffected. Little did he realize what effect it had had. Naturally, he felt quite discouraged, and descended from the platform with a very heavy heart.

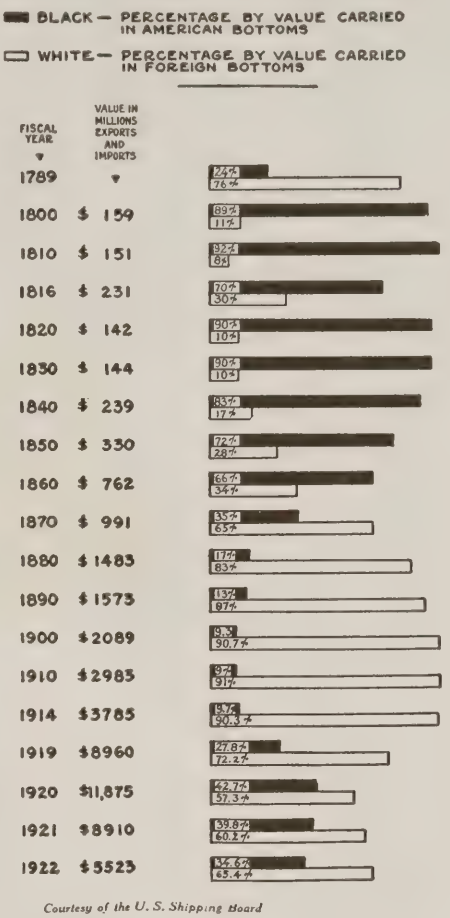
"A few days later he was walking along the street when a small lad, racing along, collided with him with such force as to knock the breath out of his body. After the boy apologized, Lincoln inquired as to where he was going in such a hurry. The lad, not realizing that he was talking with the President of the United States, informed him that his brother, a Confederate soldier, was seriously ill in a hospital and it was necessary to secure the services of a lawyer immediately to draw up certain important documents. Lincoln advised the boy that he was a lawyer and promptly volunteered his services. After they arrived at the hospital and the necessary legal matters were attended to, the soldier, not knowing Lincoln, asked if he had heard or read of Lincoln's speech. He replied that he had not. The soldier exclaimed that he did not realize that Lincoln was such a man, that he had such wonderful ideals. He also expressed his admiration of the man. Then he showed Lincoln the newspaper article and the copy of the speech which was published. After he saw his speech in print, he realized what words had passed his lips.

"What is the lesson to be learned from this illustration? To do the best we know how at all times and to make the most of our advantages. It is probably true that Lincoln was blessed with certain peculiar talents which we may lack, but instead of hiding his talent under a bushel basket, he fought like a man and finally developed into one of the greatest characters this world has ever known. He never realized what his best would mean but at least tried—putting his whole heart and soul behind everything that he did. Just think of what it meant to himself and the life of his country.

"We all have peculiar qualities which are simply awaiting development. We have every advantage for cultivating them. Naturally, we do not know what we can accomplish, but it is our duty to ourselves and to others who have put their trust in us, to do absolutely our best at all times."

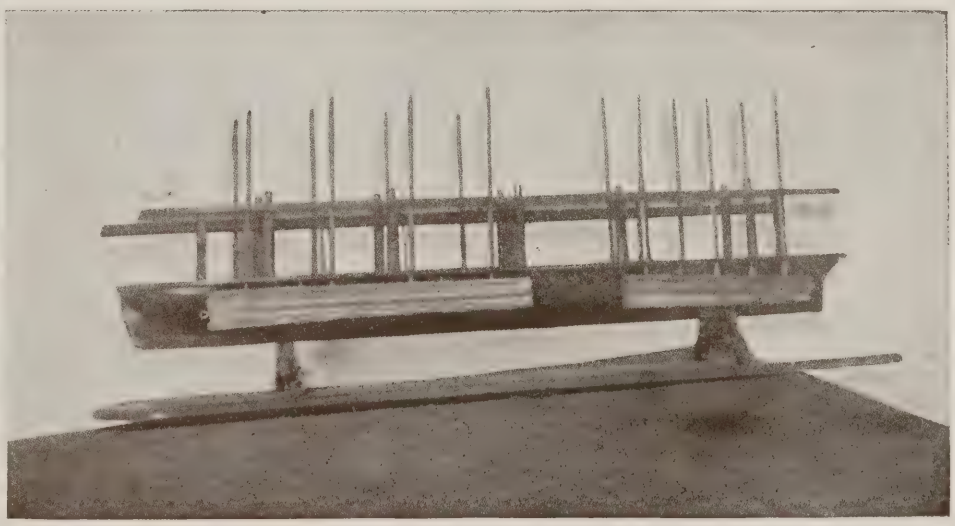
"The wisest and most interesting men talk little, think much, complain never —but travel on."

U. S. Shipping in Foreign Trade



Courtesy of the U. S. Shipping Board

Model of Abraham Lincoln's Device for Lifting Vessels Over Shoals



Courtesy McClure Co.

The inscription above this model in the Model Hall of the Patent Office, reads: "6469, Abraham Lincoln, Springfield, Illinois. Improvement in method of lifting vessels over shoals. Patented May 23, 1849."

The apparatus consists of a bellows placed in each side of the hull of the craft, just below the water line, and worked by an odd but simple system of ropes and pulleys. When the keel of the vessel grates against the sand or obstruction, the bellows is filled with air; and thus, buoyed up, the vessel is expected to float over the shoal.

Employees Association Directory

Officers

President, HUGH McQUILLEN, Inside Machinists Department
Vice-President, HUGH CALLAHAN, Dock Hands Department
Secretary, EDWARD HANNAVIN, Brass Storeroom
Treasurer, MORTIMER W. MEAD, Office

Relief Committee: THOMAS CALLAHAN, Dock Hands; CHARLES WINKLER, Pipe Shop; THOMAS WHITELAW, Hull Dept.

Shipyard Slants

By E. E. Donnelly

CHIEF MYERS HOLDING A FULL DRESS INSPECTION OF HIS WATCH MEN
"NOW IF I CAN ONLY GET THE OVERCOATS AND LEGGINS, WE'LL BE ALL RIGHT—"
CHARLIE HOLMBERG—
DEEP THINKING
"MACHINE SHOP MYSTERY— WHERE'S THE SPARK-PLUG-??
"HURRY UP— WHERE WILL I GET THAT PIPE"
HELLO HELLO ALLRIGHT ALLRIGHT HELLO HELLO
"WE'LL HAVE T'RUN A LINE ON THE DECK OF THAT BOAT—"
"HEY MAC WHAT-A-BOUT THIS JOB-??"
GENE RYAN, OFFICIAL LUNCH-CARRIER OF THE HULL. DEPT., BRINGING THE BOYS THEIR DAILY BEEF STEWS
"THERE WILL BE NO MORE LUNCHES FOR KERR AND STEPHENS WHILE I HOLD THIS JOB-"
McEWENS STANDING ORDER OF BEEF STEW EVERY DAY.
MACKENZIE "HOLDING THE FORT", IN GREENFIELD'S ABSENCE
MISS TRAVERS ABSORBED IN 'DOC' COUE'S AUTO-SUGGESTION BOOK
"DAY BY DAY, IN EVERY WAY I'M GETTING BETTER AND BETTER—????
"KEEP IN LINE— DON'T CROWD"
"ME NEXT"
"I WANT A BASKET"
"THANK YOU"
MR. HANBURY AS SANTA CLAUS, AND CHAIRMAN OF THE XMAS DISTRIBUTION COMMITTEE OF BROOKLYN B.P.O.E. GIVING OUT THE BASKETS OF POTATOES, BREAD FRUIT AND CANNED GOODS TO THE NEEDY.
BERT BARNES
SEA-SICK
"SHALL I BRING YOUR LUNCH, SIR!
"NO! THROW IT OVERBOARD SAVE TIME AND TROUBLE—"
CHARLIE SMALL, STUDYING UP ON FOREIGN LANGUAGES SO HE CAN HANDLE HIS NEW HELP IN THE BLACKSMITH SHOP
GERMAN
ITALIAN
GREEK
SWEDISH
POLISH
FRENCH
RUSSIAN
"HEY-CHARLIE THERE'S A GUY OUT HERE THAT SAYS HE'S AN ESKIMO, HAVE YER GOT A BOOK ON THIS BIRD'S LINGO??
"ROLL 'EM UP" CHARLIE WEARING HIS NEW SIZE 48 UNION-ALLS.
"WHEN A FELLER NEEDS A FRIEND"
"YOU GUYS HAVE GOT SOME NERVE-"
"THIS IS A SWELL BREAKFAST ALL RIGHT"
"SOME COFFEE"
CHAS BROWN
GEO. KAYE
KAYE'S BREAKFAST
ARTHUR DAY
ED. DONNELLY.

A Plea for a Glance Ahead

THE first $500 cash payment under the recently adopted mutual benefit plan of the Employees' Association of the Morse Dry Dock and Repair Company was turned over to the estate of William Young Dorrien, this month.

At the time of his death, Sunday January 7th, Dorrien possessed apparently neither money nor property.

This protection, by arrangement with one of the large insurance companies, was adopted and recommended by the Employees' Association and entered into voluntarily by a majority of Morse workmen. Dorrien was one of those several hundred who saw the importance of coming in on this plan which required only small weekly payments, to provide for his own and his relative's protection, against sickness, accident and death. This was last August, only six months ago.

The total cash paid into the fund by Dorrien amounted to about $3.50. In return for that expenditure, his estate has received $500 cash. Think of it!

This event should bring home a very important lesson to every man in the Employees' Association, — and that means every man in the plant. For a slight payment each week, you would be assured a weekly amount in case of accident whether inside or outside the plant, or in case of sickness, and in the event of death, your wife and children would receive the full amount of $500. If you were permanently disabled, you would receive $500 in cash, in addition to the weekly benefit.

What is paid in each week is considerably less than it would be necessary to pay if you sought such protection as an individual *outside the plant.*

This was the reason which prompted the Employees' Association to start a group arrangement *within the plant;* for they found that by doing so, the expense to each man could be cut to a ridiculously low figure viz: a trifle more than 5 cents a day.

Besides, the Association takes off of your hands all the trouble of making payments. The men who are now in the fund have arranged to have the necessary weekly payment deducted from the amount in their pay envelope each week.

There is no medical examination required and this brings up another interesting phase. Perhaps you are not considered a good "risk" by insurance companies so that it would be impossible for you to take out insurance by the ordinary method, which requires a medical examination. The Association plan offers you a chance for protection in spite of that.

Perhaps it will occur to some one that he may not always remain with the Morse Company. In that case, before he leaves, by reason of his having been in the Association plan mentioned above, he can take out a policy for himself with the insurance company direct without the necessity of a medical examination.

Our Employees' Association has tried out various plans and finally agreed on the one in force since last August as the one which all of the men could afford to come in on, requiring very small weekly payments and still giving broad protection.

The cost is so small that it would take nearly 65 years to pay in as much as would be taken out; for example, a man 35 years old would have to live to be 100 years old before he would pay in as much as he would receive. It is well known that the Association is benefiting in no way by the Relief Plan except in the good it can do for those in sickness and distress or the families of deceased members.

After the plan had been adopted by the Association, it was shown to Mr. Morse who gave it his approval in the following letter to the Association:

"We have looked over the Employees' Insurance Plan and after giving the matter full consideration, believe it is the best proposition we have seen.

"We are very glad that so many of our men have decided to take advantage of it.

"Of course it entails some self-denial but the amount paid in each week is comparatively small and even though times are very hard in our business at present, the amount is not so large that it involves any great self-sacrifice.

"The whole proposition reflects great credit on those who have worked it out and made it possible and also on those who have gone into it."

Any man in the plant who wishes to receive the protection offered by the Relief Plan can get the necessary information through any of the officers of the Employees' Association or through Mr. Mead in the Employment office.

Metropolitan Life Insurance Company

INCORPORATED BY THE STATE OF NEW YORK
A MUTUAL LIFE INSURANCE COMPANY

SERIAL NO. 80

THIS IS TO CERTIFY

THAT UNDER AND SUBJECT TO THE TERMS AND CONDITIONS OF GROUP POLICY NO. 1576G

WILLIAM YOUNG DORRIEN AN EMPLOYEE OF

MORSE DRY DOCK & REPAIR CO.

(HEREIN CALLED THE EMPLOYER)

IS HEREBY INSURED FOR FIVE HUNDRED DOLLARS

IF DEATH OCCUR WHILE THIS POLICY IS IN THE EMPLOY OF THE EMPLOYER, THE AMOUNT OF INSURANCE IN FORCE SHALL BE IN ACCORDANCE WITH GROUP POLICY

AS ABOVE, WILL BE PAID TO GLADYS DENSLOW BENEFICIARY.

THE RIGHT TO CHANGE THE BENEFICIARY IS RESERVED

PRIVILEGE OF CONTINUANCE.

In the event of the termination of the employment for any reason whatsoever, the employee shall have issued to him by the Metropolitan Life Insurance Company, without further evidence of insurability, upon application made to that Company within thirty-one days after such termination, and upon the payment of the premium applicable to the class of risk to which he belongs and to the form and amount of the Policy at his then age, a Policy of life insurance in any one of the forms customarily issued by such Company, Term Insurance excepted, in an amount equal to the amount of his protection under the Group Insurance Policy at the time of such termination.

METROPOLITAN LIFE INSURANCE COMPANY.

NEW YORK, AUG. 9th, 1922.

Harry Fiske.

FORM C707 CERTIFICATE

MINNESOTA IN HANDS OF WRECKERS

THE passing into the discard of the 38,000 ton American flag cargo-carrier *Minnesota* this January, her fate resting in the hands of the wreckers who purchased her, recalls the time three years ago when she was raised on the Morse dry dock in the record-breaking time of 25 minutes.

A flag-raising was held on that occasion honoring "the entry of the world's largest cargo-carrier into the world's largest sectional floating dry dock."

The *Minnesota*, one of the greatest ventures of the late James J. Hill, has been sold by the International Mercantile Marine Company and is to be broken up, her great bulk and capacity standing in her way as an economical merchant ship.

She was built originally for use on the Pacific Ocean twenty-three years ago and was three times the weight of the Pacific freighters of the time.

Shortly before the World War, she was purchased by the International Mercantile Marine Company and brought to the Atlantic. During the entire conflict she served as one of the principal units in carrying supplies to our Allies. Her extensive cargo space of 38,000 tons (including her reserve bunker space) made her a vehicle of greater capacity than any other ship in the Allied and American service.

When she was not laden with food stuffs and munitions and other equipment, she was carrying troops. At times she carried food, munitions and troops. On one trip she was packed throughout and in addition carried on her decks 168 complete motor trucks.

After the war the high cost of operation worked against her as a merchantman and she was finally laid up. Her length over all is 630 ft., her extreme beam 73 ft. 6 in., and depth bottom of keel to upper deck at center, 56 ft. 1 in. and gross tonnage of 20,602.

"Friend," said Cactus Joe to the stranger in Crimson Gulch, "you have held four of a kind three times, a royal flush twice an' several ace full."

"Lucky, I call it."

"You're luckier than you think. The boys here is willin' to let you go your way intact provided you start immediate. There won't be any gun-play unless you linger. The big luck for you is the fact that you happened to pick 'Safety-fist' week for your performance at this here card-table."

—*Washington Evening Star.*

The Office Cat Says—

Jack Gannon, the former checker champion of the Cost Department relinquished his title to McCann.

A. Matheis has recently been added to the staff of the Estimating and Draughting Department.

Will Rogers, famous wit, states that Coué was not the originator of auto-suggestion but that the credit belongs to Henry Ford.

It is a well known fact that Bert Barnes wanted to take his flivver with him to the Coast on the "Cuba." And this stirred our local wits to action, somewhat as follows:

Dempsey:—"Put it under the hood of Diamond's Locomobile, Bert, and nobody will know it's on board."

Strachan:—"Just point it west and it'll be in Frisco as soon as you will."

Rathbone:—"It's hard to keep those Fords from crawling into your water glass at the dinner table."

Danny O'Donnell of the Disbursement Department plans to get married this month,—if he can find an apartment that will suit the fastidious fancy of the prospective "Mrs."

Mr. Kelley and his assistants having bundled up all the tracings and blueprints moved their drawing tables and desks into spacious quarters on the first floor.

F. T. Coleman, a newcomer, is production man at our 23rd Street plant.

New office boys at the main plant: JohnBoe, John Carlsen, Henry Hansen and John Ryan.

Mrs. Katherine Walker is back again in the office dining room.

Somewhere, Somehow
I Shall Find my Sheik

New diamond rings have been seen for the first time this month being worn by Anne Badger of the Pay Roll Division and Lillian Johnson of the Purchasing Department,—both engaged. Miss Badger's fiance is Herman Kohler, formerly of the Pay Roll Division of the Morse Company and now with the Consolidated Telegraph and Cable Company.

Miss Edith Brown is a new comer in the Pay Roll Department, taking the place of Miss Rauscher, resigned.

Thomas Rathbone was in Washington for a few days early this month to attend the funeral of his grandmother.

Famous Sayings

Miss Pierce—"Throw him a pork-chop."

John McCann — "Git fur home, Bruno."

Lloyd Egbertson—"You say the funniest things."

Harry Mahnken—"Hold'im Si, she's arearin'."

John Hall—"You're welcome."

J. J. Brady—"Give this preferred attention."

Miss Mathilda Capper — "Oh! S—ugar!"

F. Edwards — "He's one too tough guy."

Grimes—"Here's the gadjet."

A business man advertised for an office boy. The next morning there were some fifty boys in line. He was about to begin examining the applicants when his stenographer handed him a card on which was scribbled:

"Don't do anything until you see me. I'm the last kid in line, but I'm telling you I'm there with the goods."

—*The Organizer.*

Bill—"That a picture of your girl?"

Harry—"Yes. What do you think of it?"

Bill—"Pretty nice frame, isn't it?"

"Vin" Trainor of the New York office was married on January 17.

A LITTLE BIRD TOLD ME

At the Employees' Association Monthly Meeting held on Wednesday evening December 20th, the entertainment was concluded with the drawing for six fifteen pound turkeys donated by Mr. E. P. Morse. The following were lucky enough to win a bird and enjoy their Christmas dinner at the expense of the Company: Peter Bresnan, carpenter; Fred Rivington, burner; John Lyons, airman; Andy Miller, carpenter helper; Gus Carlson, outside machinist; A. Lindquist, burner (23rd Street Branch).

Charles Labdon, former member of the Morse Dry Dock Band, is now with the New York Street Department Band as a saxaphonist. He has written a song called "I've got those Want-to-Go-Home - Again Never - to - Roam - Again Blues." He is also pianist for the Harmony Syncopators and the Carolina Serenaders.

Theodore Olsey, formerly of the Cost Department and now a student for the ministry at Bethany, West Virginia, worked at the Morse plant during his Christmas holiday vacation as a sheet metal worker.

William Carr has been promoted to boiler-maker foreman at our Twenty-Third Street Plant.

Jimmy Greenfield, foreman of the Electric Shop, is back again on the job after a month's severe illness.

Gene Ryan is certainly on the job. He is probably the first man in the United States to get busy right away on his new income tax blank.

Barney Google of the good tug *Spark Plug* gave a Christmas dinner to his entire crew. The crew consists of Barney and himself.

Charlie Fitzsimmons, the popular helper of the pipe shop has recently returned from that port of Europe commonly known as Hoboken.

The Rochelle brothers,—Henry and Otto—two good old "Salts."

A new organization has just been started in the Yard called the K. K. K. —not the Ku Klux Klan but Kirby's Koffee Klub.

Lottie Benjamin — pipe shop tool room—has returned from a severe attack of illness (soap), thanks to the good nursing of his wife.

Why import screen talent from abroad when we have our own "Rodolf" in the Yard Superintendent's office?

George Washburn is a new inspector in the yards.

B. H. Robertson has been promoted to general foreman of our Twenty-Third Street plant.

L. Burnett has assumed his new duties as shop clerk.

Robert Cunningham is a new timekeeper at the main plant.

Fair Visitor—"Is there some place aboard where I can get a drink of water?"

The Gob—"Certainly, Miss. At the scuttlebutt, on the starboard side of the gun deck, 'midships, just for'rud of the dynamo hatch."—*Judge.*

"You're terribly severe in your religion, Donald. I suppose you think we're all going to perdition and that nobody will be saved except yourself and the minister."

"I'm nae sae sure o' that," said Donald, thoughtfully. "Ye ken I whiles hae my doots aboot the minister."

—*North Shore Bulletin.*

Pat, pfwhat makes Mike limp like that. Shure, the other day he was carrying a load of bricks when the quittin' whistle blew and he dropped them on his feet.

Take one reckless, natural-born fool.

Take two or three big drinks of bad liquor.

A fast, high-powered car.

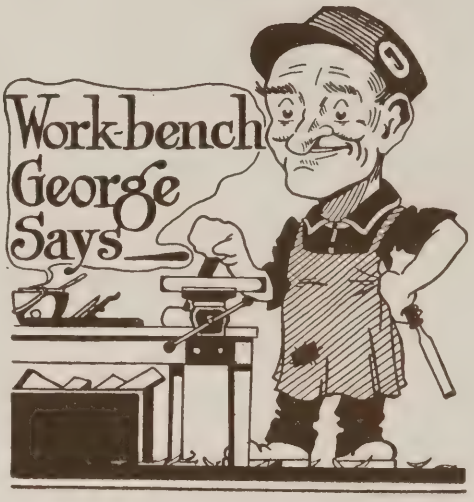
Soak the fool well in liquor, place in the car and let him go.

After due time, remove from wreckage, place in black satin-lined box, and garnish with flowers.—*Tyrone Special.*

"Some people think they are big guns until they are fired."

From left to right:—L. R. Ford, Manager Morse Diesel Department; Captain Nils Hjul and Capt. Eric Eretsen of the Norwegian Motorship "Teradentes" of the Wilhelm Wilhelmsen Line

GO TO IT: GET BUSY about yourself or a fancy-named bug will BEAT you to it and your name will be MUD.



Once upon a time there was a GUY in our PLANT with a CASE HARDENED system who was IMMUNE from everything.

He never was on the SICK list. He could mix in with all kinds of beautiful diseases like SMALLPOX and YELLOW FEVER without missing a day's work. He could fairly eat POISON IVY and stroll through SUMACH and other poisonous things without turning a hair.

As a KID he made a specialty of romping gleefully over BROKEN GLASS AND RUSTY NAILS in his bare feet and DARED anyone to follow him. As a man he could fall off a house top without a RUFFLE and come up with his LID on straight. To all intents and purposes he was a REAL LIVE HUSKY. CAUTION SIGNS meant nothing to him. They were for WEAKLINGS AND TENDERFEET.

But one fine day our LUSTY FRIEND scratched the bark off one of his haymakers. It was a NAIL or a PIN or some such thing that did the DIRTY WORK, and although he was heard to say, "SCRATCHES AIN'T NOTHING," it was a short time before our friend was on the flat of his back, AWFULLY SICK AND AWFULLY SORRY. A little microbe knocked him down for the COUNT and then fastened a HEAD-LOCK AND TOE-HOLD on him. He was down and out with both shoulders on the mat.

When last seen he was HOPPING around the burg with a GIMPY leg and they say he inhales his meals through a quill toothpick. He is lucky at that. The undertaker almost had a customer.

Moral: A scratch or cut calls for a HURRY UP P. D. Q. application of IODINE. GO TO IT: GET BUSY about yourself.

George saw this in "Safety Engineering."

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in way of same is to be ascertained, and in way of cabin accomodation the lining may, in the first instance, be removed so that the Surveyors may judge of the condition of the hull at those parts, and if, upon such examination, they consider it necessary, additional lining must be removed.

The cement or other composition on the inner surface of the bottom plating is to be carefully examined and tested, to ascertain if it is adhering satisfactorily to the plating.

Where a double bottom is fitted the tanks are to be thoroughly cleaned out and examined internally; all the ceiling is to be lifted for cleaning and coating the top plating, and the tanks are to be tested with water pressure equal to the height of the load draft of the vessel.

The Surveyors must see that a thick steel plate is securely fixed below each sounding pipe for the rod to strike upon.

Deep water ballast tanks, peak ballast tanks, oil fuel tanks and fresh water tanks which form part of the structure of the vessel are to be cleaned out and examined internally and are to be tested with a head of water to a height of eight feet above the crown of the tank, or to the height of the load draft of the vessel whichever is highest.

The wood decks are to be examined and bored where worn, and are to be renewed if reduced to three-fourths the Rule thickness, or if found otherwise defective.

The chain cables are to be ranged and shackle pins driven out, and the cables examined, and if found reduced in sctional area at their most worn part to the extent of 25 per cent below the requirements, or as represented by the following table they must be renewed.

In vessels which have had structural alterations made, which have the effect of increasing the equipment tonnage bringing them into a higher grade for equipment than when built, the original cables may be retained until they are reduced to 25 per cent below the area of the larger cable required:

1/16 in. reduction in cables of 8/16 in. and under 12/16 in. diameter.

the date of the Special No. 3, or as prescribed in Sec. 43, pars. 2, 3 and 4.

The survey will be indicated in the Record Book with the port and date at which it was held thus:

2nd S.S.N.Y. No. 1-3, 17.

All the requirements of the Special Survey No. 2 are to be complied with.

SECOND SPECIAL SURVEY No. 2

This survey is to be carried out at four years from the date of the Second Special Survey No. 1, or as prescribed in Sec. 43, pars. 2, 3 and 4.

The survey will be indicated in the Record Book with the port and date at which it was held thus:

2nd S.S.N.Y. No. 2-3, 17.

All the requirements of the Special Survey No. 2 are to be complied with.

SECOND SPECIAL SURVEY No. 3

This survey is due in twenty-four years from the date of build but it must be carried out within twenty-five years from the date of build, or as prescribed in Sec. 43, pars. 2, 3 and 4.

The survey will be indicated in the Record Book with the port and the date at which it was held thus:

2nd S.S.N.Y. No. 3-3, 17.

The vessel is to be placed in dry dock or upon a slipway and the keel, stem and stern frame or stern post are to be cleaned and afterwards examined and recoated; the rudder is to be lifted and examined together with the pintles and gudgeons.

All the close ceiling, wood linings in the holds and bunkers, ceiling spars, and platform plates in the engine and boiler spaces are to be lifted, and all rust throughout the vessel, both inside and outside, is to be removed.

When the vessel is thus prepared, the outer and inner surfaces of the shell plating and the whole of the framing, floors, brackets, reverse bars, keelsons, girders, tank top plating, engines and boiler seatings, shaft tunnels, thrust and shaft stools, beams, watertight bulkheads, rivets, stringers and decks are to be examined and found or placed, in good condition.

Each strake of shell plating on each side of the vessel is to be drilled about amidship, and at not less than one-fourth the vessels length from each end.

The cement or other composition on the inner surface of the bottom plating is to be carefully examined and tested, to ascertain if it is adhering satisfactorily to the plating.

Where a double bottom is fitted the tanks are to be thoroughly cleaned out and examined internally; all the ceiling is to be lifted for cleaning and coating the top plating, and the tanks are to be tested with water pressure equal to the height of the load draft of the vessel.

The surveyors must see that a thick steel plate is securely fixed below each sounding pipe for the rod to strike upon.

Deep water ballast tanks, peak ballast tanks, oil fuel tanks and fresh water tanks which form part of the structure of the vessel are to be cleaned out and examined internally, and are to be tested with a head of water to a height of eight feet above the crown of the tank, or to the height of the load draft of the vessel, whichever is highest.

The wood decks are to be examined and bored where worn, and are to be renewed if reduced to three-fourths the Rule thickness, or if found otherwise defective.

The chain cables are to be ranged, and shackle pins driven out, and the cables examined, and if found reduced in sectional area at their most worn part to the extent of 25 per cent below the requirements, or as represented by the following Table, they must be renewed. In vessels which have had structural alterations made which have the effect of increasing the equipment tonnage and bringing them into a higher grade for equipment than when built, the original cables may be retained until they are reduced to 25 per cent. below the area of the larger cable required:

1/16 in. reduction in cables of 8 16 in. and under 12/16 in. diameter.

2 16 in. reduction in cables of 12 16 in. and under 1-4 16 in. diameter.

3/16 in. reduction in cables of 1-4 16 in. and under 1-12/16 in. diameter.

4/16 in. reduction in cables of 1-12, 16 in. and under 2 in. diameter.

5 16 in. reduction in cables of 2 in. and under 2-8 16 in. diameter.

These Data Sheets Are Compiled and Published for the Benefit of Our Friends in the Shipping Trade

Extreme care is exercised in their preparation so that the information they contain will be authoritative and authentic.

There is nothing perfunctory about Morse Service. If you have never visited our plant it will be worth your while to do so. It is the cleanest, most up-to-date and best equipped ship repair yard in the country.

2, 3 and 4. The survey will be indicated in the Record Book with the port and date at which it was held thus S.S.N.Y. No. 3-3, 17.

The vessel is to be placed in dry dock or a slipway and the keel, stem and stern frame or stern post are to be cleaned and afterwards examined and recoated; the rudder is to be lifted and examined together with the pintles and gudgeons.

All the close ceiling, wood linings and casings in the holds and bunkers, ceiling spars, and platform plates in the engine and boiler spaces are to be lifted, and all rust throughout the vessel, both inside and outside, is to be removed.

When the vessel is thus prepared, the outer and inner surfaces of the shell plating and the whole of the framing, floors, brackets, reverse bars, keelsons, girders, tank top plating, engine and boiler seating, shaft tunnels, thrust and shaft stools, beams, watertight bulkheads, rivets, stringers and decks are to be examined and found or placed, in good condition.

If it is considered necessary by the Surveyors, the shell plating, deck plating, and such other parts of the vessel as are liable to excessive corrosion are to be drilled, and where a material reduction of over 25 per cent. in the original scantlings of the vessels is found to have taken place, the defective parts are to be removed and replaced with new materials of the original scantlings and quality.

In cases where the deterioration of the scantlings is widespread, a detailed preliminary report with a sketch if possible is to be made by the Surveyors and forwarded immediately to the Committee for their consideration.

When all the rust has been removed the surfaces of the iron and steel work throughout the vessel are to be recoated, but this should not be done until after examination by the Surveyors.

Where sidelights are fitted, the condition of the plating in way of same is to be ascertained, and in way of cabin accommodation the lining may, in the first instance, be removed so that the Surveyors may judge of the condition of the hull at those parts, and if, upon such examination, they consider it necessary, additional lining must be removed.

6/16 in. reduction in cables of 2-8/16 in. and under 3 in. diameter.

7/16 in. reduction in cables of 3 in. and under 3-8/16 in. diameter.

The masts, spars, rigging, hawse pipes, and outfit are to be examined, and found or placed, in good and efficient condition, and the anchors are to be examined and their number and condition reported upon.

All mast and bowsprit wedging is to be removed, and the condition of the plating of iron or steel masts, bowsprits, and spars tested by hammering or drilling, as may be found necessary.

The hatch covers and fore and afters, the hatchway and ventilator coamings, deckhouses, the engine and boiler casings and all other means of protecting openings in the weather decks are to be examined, and found or placed, in good condition.

All parts of the steering arrangements together with the blocks, rods, chains or other transmission gear are to be examined, and found or placed, in good condition.

The windlass, hand pumps, sluice valves, watertight doors, and air and sounding pipes are to be examined, and found or placed, in good and efficient condition.

When spaces are insulated in connection with refrigerating plant, the limbers and hatches are to be lifted and enough lining is to be removed from all the spaces to enable the Surveyors to examine the general conditions of the plating and framing in way of the insulation, and if upon such examination they consider it necessary, all the linings are to be removed.

In vessels intended for the carriage of oil in bulk, the tanks must be thoroughly cleaned of gas and every precaution taken to insure safety during inspection. Each compartment and cofferdam is to be tested with a head of water up to the top of the expansion trunk hatchways.

The engines and boilers of all vessels will be required to undergo Periodical Surveys at the same time as special surveys on the hull. For a Periodical Survey of engines and boilers see Section 45.

SECOND SPECIAL SURVEY No. 1

This survey is to be carried out at four years from

The plating is to be carefully gauged when entirely free from paint and rust or burr in way of the holes drilled, and the thicknesses tabulated will represent the general thickness of the plating, and when it is considered necessary by the Surveyors, additional holes are to be drilled in the plating at less than one-fourth the vessel's length from each end, in way of the engine and boiler spaces and bunkers, around the counter, or at such other parts which appear to be corroded.

When the thicknesses show that the corrosion is local this is to be clearly indicated in the report. The bottom plating need not be drilled if the cement on same is adhering satisfactorily to the plating.

In cases where the aggregate deterioration of the shell plating amounts to approximately the original thickness of one of the strakes of shell plating, compensation will require to be provided to the approval of the Committee by doubling the sheer strake below same for one-half or three-fourths the vessel's length amidship, according to the plating before and abaft the half length.

Where the aggregate deterioration is greater than the above, a second strake of shell plating will require to be doubled.

Where a material reduction of over 25 per cent. is found to have taken place in plates which are unevenly distributed, the wasted plates are to be removed and replaced with new materialls of the original scantlings and quality, or if considered satisfactory by the Surveyors doubling plates of the original thickness of the plating may be fitted.

The thickness of the leck plating are to be ascertained by drilling and duly reported upon.

In cases where the deterioration of the scantlings is widespread, a detailed preliminary report with a sketch if possible is to be made by the Surveyors and forwarded immediately to the Committee for their consideration.

When all the rust has been removed, the surfaces of the iron and steel work throughout the vessel are to be recoated, but this should not be done until after examination by the Surveyors.

Where sidelights fitted, the condition of the plating

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March, 1923

Alchemy

IN SEVENTY-NINE her keel was laid,
She did ten years in the coastal trade,
But since those days she's been a rover
Tramping the seven seas all over,
Tramping them back and fore and sideways,
But mostly on uncharted tideways
That honest traders had no word of
And gun-boat captains never heard of.
She's wandered where the pack-ice reaches
Seal-poaching on the Bering beaches;
Up sluggish, soupy jungle rivers,
Where lurk proas, devils and the shivers,
Swapping condemned, corroded rifles
For pearls, spice, gold dust and such trifles.
Off flowery, fairy isles she's hovered
Trading (her customers all covered
By Maxims ranged along her gunnel)
Rigged false masts and a dummy funnel,
Flown the White Cross of Island missioners
Then haled her coppery parishioners—
Despite their frantic supplications—
To bondage on remote plantations,
With bland and icicle effront'ry
She's flown the flag of every country
And changed her name to match her kidney.

She's been the Wallaroo of Sydney;
The Oscar Ohlsen of Carlskrona;
The Santa Fé of Barcelona;
The Kelpie, Leith; Il Ré, Catania;
The Konig Haakon, Christiania—
To give a typical selection.
With paint she's altered her complexion
And practised manifold disguises
Pursuing shady enterprises
All up and down the world's dim edges.
Whilst noble ships have split on ledges
Or drowned on nights of flame and thunder
And eager clippers sailed clean under
Still she slinks on, battered and rusty,
Her engines lame, her bottom crusty,
Her deckhouse starred with bullet splashes,
Her fo-cs'le scarred with shrapnel gashes,
Loud with her engines' crazy clamor
Into the splendid sunset glamour;
Leaky and foul, accursed and haunted
She staggers onward, nothing daunted,
The oily flame-gilt waters churning,
Her rusty hide all glowing, burning
With her every stay a gleaming wire
And her every porthole flashing fire;
Sun-blazoned into the west goes she,
A golden ship on a golden sea.

CROSBIE GARSTIN.

(From The Spectator)

MORSE DRY DOCK DIAL

Vol. 6 March, 1923 No. 3

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Ships That Never Went to Sea

IN the year 1351 B. C., when they buried Pharaoh Tut-ankh-amen in the Valley of the Kings in Egypt, they stowed away with him a considerable amount of costly trappings and bric-a-brac, his chariots, his throne, his sceptre and crown. Today the world is watching for each new revelation, each new sample of craftsmanship that will link us back to the civilization of 3000 years ago.

Last month, the archaeologists found in the inner tomb, deep within the rocky hillside, covered with the dust of thirty centuries, a number of models of ships, described in the news reports as being "charmingly painted, some with rigging and linen sails complete."

This latest discovery happens at a time when the interest in old time ship models is having a new vogue. Today there are two groups of people interested in ship models, those who delve into the architectural and scientific evolution of the ship and those who see in the swelling lines of hull and bellying expanse of sail a pleasing bit of decoration for the home.—over the fireplace or suspended in an archway. Little shops that formerly dealt in ancient ship appurtenances such as old sextants, lanterns and prints or harbor views have, during the past few years, blossomed into exclusive specialty shops, selling ship models at prices ranging from one hundred dollars to eight thousand dollars apiece.

Model of ship — taken from Egyptian Tomb — now in Metropolitan Museum

In spite of an almost universal interest in ships through all the ages, there has not, except in a few scattered instances, been any consistent effort to preserve models of the various types of sailing vessels that have today almost entirely disappeared. Some of these have been preserved in paintings, but to the ship owner or builder, they have but a passing interest. The most satisfactory examples are the miniature models that are scattered here and there in some few private and public collections, many of which are absolutely accurate in line and detail.

The making of ship models has had an interesting history. To the Egyptians, a ship was more than merely a practical means of transportation across the Nile. Their imagination utilized the ship as a part of religious ceremony and belief. When a great ruler died, small ship models were buried with him in his tomb, so that his soul might have a vehicle for

H. M. S. "Juno," an Early Frigate (1757) in the South Kensington Museum, England.

The "Royal Louis" (1690) in the Famous Collection of the Louvre, Paris.

Pictures by Courtesy of Irving R. Wiles

transportation into the next world. Early in the Golden Age of Greece and Rome, models of triremes and quinquiremes were made, so that they could be hung in the churches as a votive offering to the gods against the perils of shipwreck.

Probably, even before that, the first model was made by the first shipbuilder, whoever he was, at the insistent demand of an impatient little son who wanted a ship of the size he could master alone.

Sailors on their long voyages to China and the Orient, whittled models of the ships on which they sailed, carefully setting up an exact counterpart of the rigging and deck fittings. In many instances, not knowing exactly how the hull looked below the water line, this part of the model was given scant attention, with the result that some of the models look over-rigged.

A curious fad in models took hold of sailors for a time, which consisted of carving a ship model small enough to slip through the narrow neck of a whisky bottle. The bottle was placed on its side, a small hull inserted into place and then the masts and yards made, and slipped through and mounted, evidently with long slender pliers, into the sockets prepared for them in the hull. These models mentioned only in passing have no historical value, however, and are interesting only as examples of dexterous ingenuity.

Sailors' Snug Harbor on Staten Island, in the olden days, so it is related, was the source of a steady output of models of full-rigged ships and frigates, built with great care and exactness by the old sailors. Besides carrying every strand of practical, movable rigging, many of these models included cannon, capstan, topmasts, boats and real companionways.

During the naval battles, when England was engaged in combat with France and Spain, about the year 1790, the many sailors who were confined in British prisons turned their idle moments to the carving of little ships. Some were carved of wood, but to others, the beef and sheep bones accumulated from the meat which they received from time to time as a part of their food, offered material from which to cover the hull and to model a mast and spar, the model awaiting completion for many months until the necessary amount of raw material for building would arrive with meals. It has been estimated that some took from two to three years to build. They are some of the most interesting models.

The building of ship models was developed into a fine art generations ago in Europe, and of recent years the United States has contributed some remarkable specimens.

In contrast to the models made by sailors, there are the ones which are the result of the scientific skill of expert marine designers, and in the case of many of the European models, with the assistance of the court painters.

Some of the models have engaged the attention of dozens of men for many months or even a year. In these instances, details must be accurate and elaborate carving, the use of ivory and marquetry called for skilled craftsmanship. The painting and gilding was done by experts; the rigging turned over to a workman who knew the ropes to the last intricate detail, and who could also carve the miniature blocks and tackles, so that the strands of rigging might be operated and the sails moved. The placing of the sails alone was frequently given over to some one experienced individual. The finest specimens, from the 17th and 18th centuries, when the great sea powers built models, usually from original plans, are both picturesque and accurate. This was the period when the architecture of ships was more elaborate than at any time in marine history, with beautiful carved high poop decks and lanterns, gilded cabins, and elaborate figureheads. These French and British vessels and the Spanish galleons, are highly valuable works of art, aside from their historic value to navigators and shipbuilders.

They vary in size from three to six feet in length, with masts sometimes as high as twelve feet. The *Royal Louis*, illustrated above, is said to be perfect throughout. It bears the date of 1690. Some of the models are complete in detail, exhibiting in miniature even the guns and copper cooking utensils on the galley stove.

The finest models of European ships have found their way into the Marine Museum of the Louvre and into the British Admiralty collections. In America, during the early 19th century, and up until about 1830, several of the marine insurance companies demanded of the owner, as prerequisite to taking the risk, an exact replica of his vessel in miniature. Old timers remember when on nearly every table and shelf of the New York Produce Exchange were ship models of this variety. It was during this period that many of the fine old square-rigged models were built.

Many of these were later assembled and form the nucleus of the collection now in India House, which has perhaps the largest collection of authentic models in this city. Some of the same variety were fitted into cradles and placed on the book cases and shelves in many insurance and shipping offices. Still others found their way into private hands.

The Peabody Institute of Salem, Massachusetts, contains a very representative collection of authentic models of American ships, dating back as far as 1799, some of them made of glass in addition to those of wood and bone. One of the interesting exhibits in this museum is the five foot model of the U. S. Frigate *Constitution*, made some time before 1813. It is a matter of record that when the Government wished to restore the original of this vessel at Boston in 1907, the Navy Department had to go to the Peabody Institute to procure exact details to be followed in making restoration complete.

Most of the models are made of wood; there are others however, mentioned above, made of bone. The most conspicuous example of models made of metal is the model made comparatively recently in bronze for the White Star Shipping Company, and which forms the top part of a memorial in the offices of the Shipping Company in Cockspur Street, London. The ship is about three feet high. It is made throughout in bronze, the waves being modelled and cast and the rest made of wrought bronze.

Unusually Fine Scale Model of Clipper Ship in the Home of Mr. Edward P. Morse, its Owner.

In one of the New York shops specializing in ship models for sale, is a model of a Spanish Galleon done entirely in silver. It is about forty inches long by forty inches high, and contains approximately five hundred and fifty ounces of silver.

There is an interesting model made entirely of leather,—hull, sails and rigging—built for a definite use as well as for decoration. The hold of the ship is fashioned to accomodate a sizable amount of port wine and the vessel is fitted with an opening on the deck and a nozzle underneath the bowsprit, the keel resting on a cradle so that it can be tipped forward and its cargo poured into waiting glasses. This model, we are informed, was the gift of a London club to a New York society, during the days when the Port of New York was not the only port in the metropolis.

There is a growing number of private collections, especially in New York. These are in the hands of individuals interested in models as decorations, but more especially because they are seriously interested in preserving an historical record of American ships. They have formed themselves into a group known as the Ship Model Society, whose recent exhibition at the Architectural League attracted hundreds of persons interested in ships.

The model belonging to Mr. Edward P. Morse shown above is an exact model to scale of a clipper ship, owned by the old English firm of Furniss & Co. of Liverpool.

Model of the U. S. "Constitution" (1812) by E. W. Ottie

Model of a Spanish Galleon (1660) by E. W. Ottie

Bronze Ship Model three feet high, made for White Star Company

International Studio

This vessel sank off Long Branch, New Jersey, nearly thirty years ago. A diver under the direction of the Merritt and Chapman Derrick and Wrecking Company was sent down to recover the Captain's papers which were kept in a box in his cabin. The diver, however, returned to the surface carrying what he supposed to be the box of papers, but which in reality was a glass case containing this model of the ship.

The recovered model was retained by Charles P. Sumner and Company, agents for the sunken vessel, who at that time occupied offices directly facing on Bowling Green, where the Custom House now stands. Every one admired this unusual model, with its long slender hull and the rake of its masts and bowsprit. But the owner prized it so highly that no inducements would permit him to part with it, not even to Mr. Morse, who did most of the maintenance and repair work on his vessels and with whom he held the friendliest personal and business relationship.

A short time ago, however, Mr. Sumner's son, Mr. F. W. Sumner, knowing Mr. Morse's fondness for the model presented it to him.

Some idea of the value of the models can be estimated by a report of a recent sale held last month in one of the famous New York art galleries. A walnut scale model of the British man'o war, *Iris*, sold for $850; the model of Charles II's royal barge for $1500; an admiralty model of the English frigate, *Tigress*, built to scale for dock yard use, brought $1900; and a second admiralty model of a Dutch man o' war, planked and constructed throughout, sold for $2200.

For the most part, those interested in the preservation of historic ships have had to be content with the collection of only the miniature models of the originals. There are a few striking instances, however, where the life size ships themselves have been reproduced or restored.

Hendrik Hudson's *Half Moon* was reproduced to exact size of the original vessel and brought to America during the Hudson-Fulton celebration in 190 and now lies in Popolopen Creek, a inlet of the Hudson River near Bea Mountain.

Only last month the newspapers re ported that the old Clipper Ship, *Glor of the Seas*, once the pride of th American merchant marine, built i Boston in 1869 by Donald McKay, wa being towed down Puget Sound to b beached and burned when a telegra from Boston shipping men spared he from an ignoble end. They decided t tow her to Boston, rig her exactly as sh was in the heydey of her career, an moor her in Boston Harbor as a mon ment to the American sailing ship a her zenith.

In her prime, under full press o canvas, she had held a record for un usually fast trips to 'Frisco and Live pool. She later fell from caste and be came a coal barge and then a floatin refrigerator plant, but her hull, it i said, is as sound today as when sh slid down the ways fifty three year ago.

Tales That the Ships Bring In

Some of the most interesting items that come through to the desk are those told by the Captain and crew of the ships that come into the Morse Yards, — human interest happenings that may or may not have a bearing on their being with us for re-conditioning, re-conversion or repair.

—EDITOR.

The *Conte Rosso*, on our No. 2 dock this month, was delayed nearly a day on her latest trip by going out of her course to save an American seaman aboard a freighter, who needed immediate surgical aid. The patient, transferred to her in stormy seas, was brought safely to port.

Captain J. Pendlebury of the *President Adams*, of the United States lines, says that for the first time in his experience he had sent the Episcopal service for burial at sea by wireless to a ship 240 miles away which had no Bible or prayer book on board.

The request came from the freighter *Hatteras*, stating that Captain Matthews was very ill after long exposure on the bridge in heavy weather and that the surgeon on still another vessel had diagnosed the illness as pneumonia, and prescribed by wireless. A second message was received that night saying that the patient had not responded to the treatment prescribed.

On the afternoon of the next day, Captain Pendlebury received a third message from the *Hatteras*, saying that the captain had died and asking him to send the burial service by wireless because the chief officer did not want to commit the body of his late commander to the deep without a funeral service. The 300-word burial service was then sent along the ether waves.

The *Croxteth Hall*, of the Ellerman Lines, Ltd., sailed for Manchester, England, on the morning of February 8th. When she was out at sea about thirty-four hours from port a follower bolt in the H. P. cylinder let go and came up through the cylinder cover, driving a hole clean through it. This was a serious damage calling for emergency effort.

The chief engineer, apparently a man of resource and intelligence, hastily made an emergency repair by putting a temporary patch on the cover, and was enabled in that way to get her back to port for repair.

The ship wirelessed to New York of her difficulties, was met, and arrived in the Morse yards at 3:00 P. M., Saturda the tenth. It was highly important tha the ship, already delayed several day by her journey out to sea and the perio consumed in limping back to port, b repaired with as little loss of time a possible.

Rather than take the necessary tim to install a new cover, we took the dam aged one to our shop, acetylene-welde the hole, machined it off and re-installe it. The test showed it a perfect jo So that within thirty hours after she a rived at the Morse piers, she was read to sail again. By welding instead of re storing the damaged cover, we wer able to save four or five days time fo the ship, already late.

The *City of Bombay*, in backing ou of her East River pier, ready to sa for Philadelphia, caught a wire hawse in her propeller. A diver was sent dow to disentangle the rope and to learn th extent of the damage.

Later the vessel was towed to th Morse yards and dry-docked. It wa discovered that the rope had pulle loose the guard ring and damaged th studs on the stern bushing and rin necessitating the drawing of the ta shaft.

(Continued on page 7)

An Arctic Cruise of the Cutter "Bear"

By A. Mathieis

Formerly in U. S. Coast Guard, now in our Estimating and Drafting Department.

U. S. S. "Bear" Moored to the Arctic Ice Pack off Nome, Discharging Mail—S. S. "Corwin" in Background.

TO the layman and the landlubber, the Revenue Cutter Service, now the Coast Guard, means the police orce to prevent smuggling; to the ailor it signifies help in distress and easonal information of ice movements n North Atlantic steamer lanes; to the hite inhabitants of Alaska, it spells ne season's first mail and the open eason; and to the natives of Alaska it the arm of Uncle Sam, bringing ettlement of all disputes that have isen during the winter, medical atten-on where required and the new school achers.

Of all the vessels in the service prob-ly the one with the most interesting story is the *Bear*. Built in 1874 as a haler, the *Bear* was one of the vessels the Greely Expedition sent out by the avy in 1884, under command of Com-odore Winfield Scott Schley. Follow-g service in the Navy, the *Bear* was ansferred to the Revenue Cutter Serv-e and assigned to the Pacific Coast, ome port at San Francisco, for annual uty in the Arctic. It was the *Bear* at brought the first reindeers to aska, due to which the crew of the *ar* are permitted to shoot reindeer r fresh meat, the only white men ac-rded that privilege; and it was from the *Bear* that the relief expedition for the whalers frozen in the Arctic and without food, about 1898, under command of the then Lieut. Jarvis, later Secretary of the Navy and Governor of Alaska, was formed and started.

In the spring of 1915, following the outbreak of the European war and the tedious neutrality duty wished upon all cutters, the *Bear* received her usual cruising orders. At the time the complement was, five line officers including the Captain, three engine officers, one medical officer, four warrant officers, 51 men and 3 mascots. The vessel left San Francisco on May 2nd for Ladysmith, British Columbia, where bunkers were filled and a deck load of coal taken on board. At the same time a limited quantity of stores consisting of real Scotch, wines, cigars, etc., withdrawn from bond as a courtesy from Canadian Custom authorities, added to the beer taken aboard previously, gave promise of brightening some of the weary days of the seven months ahead. It is needless to say that "them was the good old days" now a sad, sad memory, before Volsteadism became a household term, though even then the Navy was on grapejuice rations from which we were mercifully spared.

From Ladysmith, the *Bear* proceeded to Seattle to take on supplies, mail and the few passengers who were to make the trip north with her. Among other supplies there were taken aboard four suckling pigs, kept in a pen on deck to be fattened and slaughtered when wanted, six sheep which were later placed on a small island off Unalaska for future reference, 36 chickens, a supply of fresh meat, the excess being hung in the rigging, about 7 months supply of eggs packed in salt for preservation, and a quantity of flour, trinkets, calico, and the like to be used for trading purposes with the natives in exchange for furs and ivory. Among the passengers were Bishop Rowe, of Alaska, who was bound on his regular bi-annual inspection of the missions in Northern Alaska, and his traveling companion, Mr. Browning, whose father, a partner of Browning, King Company, had established several of these missions. In addition we took on board 431 bags of second class mail, 25 sacks of first class mail and a quantity of parcel post packages, all for Alaskan points.

Among the *Bear's* many duties on the Arctic Cruise, one is to lead the way into Bering Sea, and it is upon her entrance there that Marine Insurance be-

gins. Owing to this, there generally are several trading vessels loading at Seattle at the same time as the *Bear* prepared to follow her in and then continue on their first trading trip of the season. One of these was the *Corwin*, a former cutter that had been converted to commercial purposes, and between her and the *Bear* there was a long standing rivalry to reach Nome first.

The *Bear* left Seattle late in the evening of May 11th, heading east for Unalaska, one of the Aleutian Islands on the eastern extremity of Alaska peninsula. We steamed steadily eastward, setting the clocks back each day an average of about 25 minutes. In the afternoon of May 19th, we entered Akutan Pass and about 4 hours later docked at Unalaska, where mail was delivered, our sheep put ashore and bunkers replenished.

Leaving Unalaska, four days later, our course was laid for Nome. This took us directly into Bering Sea where most of our running was in typical Bering Sea fog. On the second day we struck the ice pack and then all navigation was from the "crow's nest" where the officer of the deck stood his watch, well bundled in furs, picking leads in the ice and making a zig-zag course occasioned by the open water as it appeared, or ramming when no other opening showed. The *Bear* was built of wood with 18 ft. of deadwood forward but even so such tactics were only a last resort. The nights were now getting shorter, dark at 10:00 P. M., dawn at 12:30 A. M., so that we were able to make good progress for most of the 24 hours.

We made Nome on the afternoon of May 28th and found that the *Corwin* had beaten us in. Our stay was short, however, for about 5 hours later, after discharging the mail, we picked up the hook and proceeded to St. Michaels, where we anchored the following noon. St. Michaels is an isolated army post,

Porthole View of Ship's Surgeon and Two Engineers — Author at Left of Photograph

U. S. S. "Bear" in Bering Sea Ice, Working Through Leads

just off the mouth of the Yukon which is pretty low at that time of the year, mostly mud at low tide, offering good hunting grounds.

This completed the first leg of our cruise and for the next few weeks, while waiting for the ice to move north, we cruised back and forth between Nome and St. Michaels, with periods of anchorage at both places, and an occasional trip to St. Lawrence Island. We continued standing sea watches even while at anchor, owing to the fact that heavy weather usually came up without much warning, so that with the prevailing weather southerly, blowing on a southerly beach, and no harbors offering protection, there was nothing to do but go to sea and ride it out. Advantage was taken of our stay at St. Michaels to hold our regular rifle practice on the army range there. It was also there that one of the officers picked up the first malamute puppy we brought down.

The days had gradually lengthened until they were 24 hours long, so that night watches became day watches and sense of time was easily lost, with the consequence that days were prone to become tedious. To relieve the monotony while at anchor, we generally held a poker party after dinner lasting until about midnight (by the clock). It was still daylight, however, so advantage of it was taken to go duck hunting, for the ducks would be nesting and when startled rose in a flock. As a consequence, we were able to make respectable bags, thereby replenishing our larder with fresh meat, which was made palatable and devoid of the fishy taste by a jewel of a Japanese steward we had aboard. We were also fortunate enough to bag a few ptarmigan, plover and sandhill crane, the latter an exceedingly hard bird to get, requiring careful stalking owing to the extreme altitude at which they fly.

Fourth of July was spent off Nome, where a programme of sports, consisting of foot and boat races, was held. The boat races were mostly between natives in kyaks and umiaks. The temperature was such that flannel shirts, and overcoats later in the day, were comfortable, yet the contestants in the foot races were clad in regulation running suits.

One of the specific duties with which the *Bear* was charged that year was getting some word of the Steffanson Expedition, from which nothing had been heard for two years. One vessel of the expedition, the *Karluk*, had been wrecked the previous summer on Wrangel Island and the survivors rescued by the trading schooner *King & Wing*. They were later transferred to the *Bear* who was on her way north to rescue them, following the report brought to Nome by Capt. Bartlett of the *Karluk* who made the trip from Wrangel Island over ice and along the Siberian coast by foot and dog sled, accompanied by one or two natives.

Another duty was carrying the arm of Uncle Sam to the natives and whites in the far off places. Accordingly, and as per custom, one of the officers was appointed a U. S. Commissioner with power to try cases in dispute, perform marriage ceremonies for the natives, and administer the Federal law as the occasion required. In this respect, when a case arose wherein he felt his knowledge of law was insufficient, the principals were placed under arrest and taken to Nome, the nearest point where a Federal Court sat. For this purpose, another officer carried a commission as a U. S. Marshal. We also carried a surgeon of the United States Public Health Service, among whose duties were medical attention to any natives requiring it and inspection of native villages and settlements.

The ice had now begun to move north so on July 26th, we followed, bound for the Arctic. Our first call was at King Island, a big rock in Bering Sea with no level spots, the sides being precipitous and running sheer into the water. The natives built their homes on the sides of the island, supported or

poles on one side. Their store house for perishable supplies is a cavern in the island which is always cold and serves admirably. The natives are skilled natural workers in ivory and it was here that we picked up many ivory curios and ornaments. Transportation from the mainland to the island is by means of umiaks—large skin boats ranging from twenty to thirty feet long, in which entire families, as well as the dogs and household implements are carried. The natives depend almost entirely on the walrus for subsistence, using the flesh for food, the oil for fuel, and the skin for outer clothing, though mixed in with this is a diet of fish and whale. In winter, hunting is done through holes in the ice and in summer from small skin boats, called kyaks, built to accommodate one or two men in individual cockpits, with skin aprons to fasten closely around the body and keep the water out. Propulsion is by means of paddles. To navigate one of these boats requires a high degree of skill, for they act as though they had negative stability and could prove a handy instrument for any amateur to shuffle off this mortal coil. Our arrival was welcomed by the natives who were out of flour, and as a consequence we were able to drive some good bargains for ivory.

Our next stop was Port Clarence, and then Cape Prince of Wales, the most westerly point of the American mainland, off which lie the Diomede Islands. Between these two islands runs Bering Strait, as well as the boundary line between the United States and Russia, and the international date line. All this time the ice was driving north with us in its wake. On the last day in July we crossed the Arctic Circle, anchoring in Kotzebue Sound, only to change anchorage four times in a short while, seeking a lee from the gale that was blowing. Remaining long enough for our doctor to inspect the tubercular camp for natives established on the Kobuk, the only wooded section of Northern Alaska, the *Bear* weighed anchor and started on trek for Point Barrow, making stops at Cape Hope, where one of the Browning missions is established, at Cape Lisbourne, at Cape Beaufort to shoot some reindeer and give medical attention to some sick natives and again at Wainwright to land another school teacher and his wife, reaching Point Barrow on August 7.

Point Barrow is the most northern point in the United States and is within a few miles of being the most northerly point of the American mainland. Our intentions were to round Point Barrow and cruise to the eastward along the northern coast of North America in the hope of picking up some word of Steffanson and his party, perhaps of finding them. However, before reaching Barrow we had received a wireless advising that word had been received from Steffanson saying that he and his party were safely encamped on Herschell Island and planned to stay there until the following year. This of course made it unnecessary for us to continue beyond Barrow. We spent a few days there picking up a few furs, duck hunting on the spit of land that is in reality Point Barrow, the northern jumping-off point of the United States, and visiting the few white inhabitants, among whom were several squaw men. The school teacher there was also postmaster, and this being the most northern post office in the world, we all wrote numerous cards to friends in the States, cancelled them ourselves and then took them aboard our own vessel for transportation south.

Malamute Team Ready for the Long Mush Back to the Traps

Northernmost Point of Uncle Sam's Domain—Old Glory Flying from Crow's Nest at Point Barrow

Tales That the Ships Bring In

(Continued from page 4)

The *M. S. Dollar* of the Dollar Steamship Line came into the Morse Yards this month after a considerable delay in her voyage from the Orient. When she was half-way across the Pacific she ran short of fuel oil. Good fortune was with her, for she happened to be carrying a cargo of cocoanut oil, which she immediately adapted as emergency fuel. This necessitated the cutting down of her speed, but she limped across the Pacific at approximately six knots per hour and arrived in New York late but safely.

The massive *Steelore*, carrier of oil and ore, was this month lifted on No. 1 dock with a noticeable dent in her bow and her bottom damaged. In the delicate manoeuvering through the Panama Canal she was bumped, heavily laden with iron ore that she was bringing from the south of Chile to New York. Her length filled all but one section of the big dock.

The affected plates were removed and faired, the frames faired, and the bottom damage repaired. The *Steelore* on her trip to Chile carries oil and returns laden with iron ore. Her heavy superstructure permits of loading and unloading in the shortest possible time. Her cargo carrying capacity is approximately 20,000 tons.

The *Western World* returned to the Morse yards this month for additional work. It will be recalled that on her previous visit we installed a high sea suction system, because of the mud and silt she encounters in southern waters from time to time.

A New Stage in Oil Burning Technique

With Especial Reference to the Morse System, Which Introduces New Principles of Atomization and Air Admixture.

By D. J. Irish
Manager, Morse Fuel Oil Engineering Department

SINCE its discovery oil has been used for fuel purposes in various ways. From the point of view of the power plant, it has been used for producing steam under boilers by means of atomizing the oil, either by steam or air, and permitting a mixture of air and hydrocarbons to enter an enclosed chamber under the boiler, in an ignited state.

Twenty five or thirty years ago, oil was used for steam generation in the oil-fields by means of flattening a piece of pipe at one end and forcing steam and oil into the other, thus mixing inside the pipe and spraying out at the flattened end at a high velocity into the furnace chamber. The amount of steam used to atomize the oil reached as high as 25% of the boiler's output. This style of burner could be used in the oil fields where the cost of oil was practically nothing,—therefore no attempt was made to economize on fuel.

When it became apparent that a great deal of money could be made from the sale of this crude oil for fuel use, and it could be used to great advantage under steam boilers generally, attention was given to combustion efficiency, and as years went on, a great number of different designs and methods for the atomization of oil were tried. Finally a steam atomizer was produced (still admitted to be the best steam atomizer on the market), which uses about 2% of the steam output. There is no doubt that a steam atomizer can be designed to use less than 1% of the boiler steam for atomizing, as during certain of our tests, for 24 hours an average of only .6% steam was used. Even this small amount of steam is objectionable for marine use.

Air atomization, by means of compressed air, at 80 to 100 lbs. pressure per square inch, is ideal both to atomize and also to supply air for combustion, but this method is very expensive and the upkeep and interest on the machinery necessary to produce the air, are much higher than the cost of using steam direct from the boiler to atomize the oil.

In steam atomization there are several things to be considered:

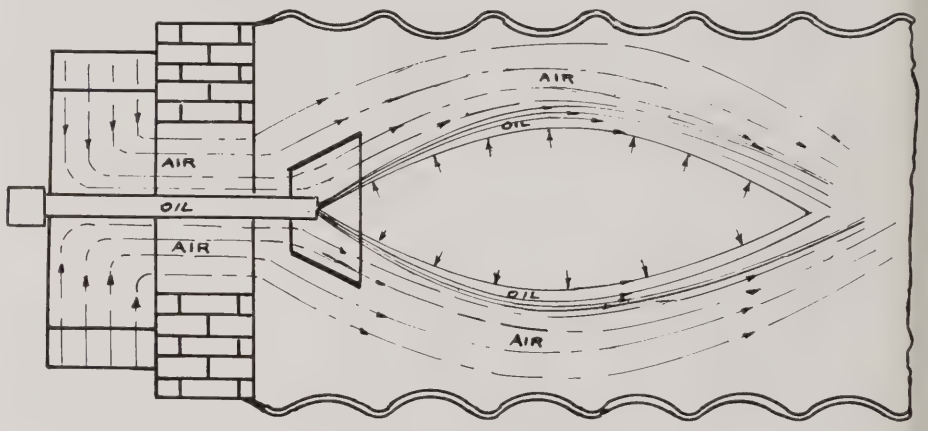
1st The waste of steam up the stack.

2nd The extra amount of fuel required to heat this steam to furnace temperature.

3rd The resultant reduction of the furnace temperature.

4th The moisture in the steam.

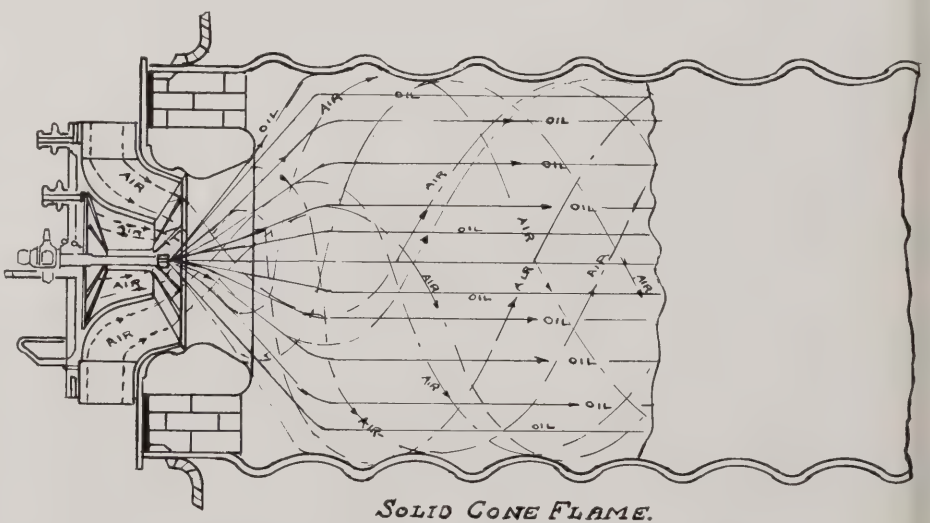
For industrial purposes this waste of steam up the stack is not so important, but for marine purposes this waste cannot be tolerated. Therefore an atomizer had to be developed that would use neither steam nor air for atomizing the oil. Between 1907 and 1909, great attention was paid to this particular problem and many of our leading engineers devoted much effort to the creation of what is now known as the Mechanical Oil Burning System.



Hollow Cone Flame.
Air Supplied to Outside of Cone.

This diagram illustrates the principle of air admixture employed up to present time in Mechanical Oil Burning Systems.

The incoming air is only in contact with the outside surface of hollow oil cone, causing combustion to take place at the points of contact. Inside of cone being unburnt.



Solid Cone Flame.
Air Permeating Entire Cone.

This diagram illustrates the principle of air admixture as employed by the Morse Mechanical System.

The incoming air cuts through oil cone, smashing up the already atomized oil, permitting air to reach inner side of oil cone, surrounding each atom causing immediate combustion of all atoms both inside and outside of oil cone.

Upon analysis, it will be seen that the best MECHANICAL OIL BURNING SYSTEMS now on the market employ the same basic method to obtain the desired result, and that nothing fundamentally different has been advanced in the way of an atomizer, or combination of an atomizer and air register, to give ideal combustion so much desired and talked about.

It has been said that if a MECHANICAL ATOMIZER could be perfected that would give as fine atomization of the oil as a good steam atomizer does today, then the steam atomizer would have to go out of business.

In order to consider details of design of mechanical burners, a brief discussion of the essentials of combustion will not be out of place:—we will follow the conversion of oil from the storage tanks to heat usefully applied.

From the tank the oil is pumped through the suction strainer, which eliminates large particles of dirt. It is then pumped through the heater which brings it up to a predetermined temperature so that it may be easily atomized. The oil is then passed through a discharge strainer which eliminates all fine foreign matter, making it ready to be discharged through the burner or atomizer at a given pressure. Atomization is produced by means of centrifugal force when the oil emerges from the orifice outlet of the tip, forming itself into a hollow cone.

Up to the present time, in many mechanical systems, air for combustion is supplied around the outside of this hollow cone of oil, the air and the oil travelling through the combustion chamber parallel to each other. It is plain, therefore, that combustion takes place only on the outside of the oil cone. The width of this cone of oil and the fineness of the atomization are very important in their relation to the time required for completed combustion to take place. It is also very important to consider the furnace volume that is required to burn a given quantity of oil per hour.

It will be seen that under conditions existing to date, the center of the hollow oil cone is practically useless for combustion, as no air is supplied to the inner area. If we were able to force air through this oil film cone and fill the inside with air to support combustion, we would then be able to burn the same quantity of oil per hour in about one half the furnace space with the same draft.

It will readily be seen that perfect combustion can only be produced by complete atomization of the oil into its finest atoms, each being far enough apart from its neighbor to permit being surrounded by the right amount of oxygen, and thus be burned completely in the shortest time and space. With this accomplished, more oil can be burned per unit of time, per cubic foot volume of furnace, with the least draft, and with no smoke.

The general operating objections to most systems now on the market to date are: first, excessive smoke; second, low carbon dioxide readings, high flue temperatures, and the inability of the firemen to control these factors properly.

Examining the standards of performance of the several systems now in use, we find great variations in the Scotch-marine boiler. Evaporation varies from 11½ pounds of water per pound of oil from and at 212° F. to approximately 15½ pounds of water per pound of oil from and at 212° F. These figures are based on test operation, and for continuous running we can assume an average of between 12½ pounds to 13½ pounds from and at 212° F. These wide variations are due primarily to the inability of the firemen to control the vital factors which determine evaporative efficiency.

It is essential in the design of a mechanical oil-burning system that the control of admitted air, both around the periphery of the register and through its center be so simple and easy of operation that it will be used. It is also necessary that the atomizer or burner should be of such design that the control of the amount of oil sprayed be simple, wide of range, and that the oil pressure remain constant.

It is readily seen that after the atomized oil has emerged from the outlet of the tangential ducts, its velocity must be maintained at maximum. High velocity at this point determines the fineness of atomization when the oil is sprayed into the furnace chamber. Fineness of atomization is a primary requirement for perfect combustion.

The Morse system has been designed not only to utilize, for the first time, correct principles of atomization and air admixture, but to eliminate the various operating objections and complications now existing.

A description of the several elements of the system will be of interest.

The outside appearance of the Morse burner is similar to that of other burners, with the exception that it is sturdier, and has an oil-control handle at the rear end. A spindle passes from this handle through the center of the barrel, and connects with a sleeve, which moves longitudinally along the outside of a nozzle. Tangential holes are drilled through this nozzle, and their outer ends connect with the whirling chamber of the tip.

A very important departure has been made in the design of tip and nozzle: the total area of the tangential ducts is smaller than that of the tip orifice. Thus no oil pressure develops in the whirling chamber of tip to retard the high velocity of the oil as it emerges in cone form. This results in a much wider angle cone being sprayed into the combustion chamber.

Of practically equal importance with the burner is the air register, or impeller. The Morse register consists essentially of two Venturi tubes, placed one within the other. Spiral vanes connect the two Venturi tubes. On the inner side of the inner tube, other spiral vanes are placed. These vanes terminate about one inch from the axis of the burner to permit it to project into the furnace. The burner is attached to a special safety device which prevents its being taken out of the air register during operation. This removes a source of fire danger now existing, particularly when inexperienced firemen are on watch. The periphery of the register is equipped with explosion doors, or shutter vanes. These doors are closely controlled by a single lever on the register front. If, due to some explosion of gases in the furnace, there is a backfire these doors automatically close, shutting the flame from the boiler room and preventing injury to the operator. The inlet of the inner Venturi tube is covered by a shutter which can be opened or closed at will to permit of air being admitted to the apex of the oil cone close up to the burner tip. If found necessary that no air be admitted to this zone, this shutter may be closed entirely, thus causing a slight vacuum. This will immediately increase the angle of the spray leaving the orifice outlet.

The Morse Fuel-Oil Heater is of the internal film type: oil films approximately ⅜″ thick are surrounded on each side by steam, there being no surface of the oil film exposed to the atmosphere. Steam enters at a point near the exit of the oil, bringing the hottest steam next to the hottest oil. The oil films themselves are graduated in width, to allow for change in viscosity due to increasing absorption of heat.

There are no coils or tubes to be renewed. The inside being a casting, is easily cleaned, no heavy parts having to be removed for this purpose. As steam and oil chambers are entirely separate, there is no possibility of oil entering the steam or steam entering the oil side. The outside shell is of steel to withstand any working pressure. The

(Continued on page 11)

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL
A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the interests of the Company.
Vol. 6 No. 3
Frank Ely, Editor.

Have You the Right Slant?

Stop any man in the yards or in the halls of the office, pass the time of day with him, and then ask him what he thinks of his job and of his company, and you'll have a pretty good index of the kind of man he is.

You will be able to judge by his answer which direction he is headed for.

Is he disgruntled, always kicking about "the way things are done around here," or has he a wholesome interest in his work and a normal respect for organization methods and procedure that are so necessary when hundreds of people work together?

Try this on the next man you meet. Or, better still, try it on yourself.

Get to Know Yourself by Knowing the Other Fellow

Everybody, it seems, is "going to press" with something or other every day,—another issue, a special edition. Telephones keep buzzing with the admonition that "forms close tomorrow" —the news, the conference, the advertisement must come through in time, for publications move off today like railroad trains.

All sorts of individuals are being interviewed whom five years ago nobody even thought would possibly have anything to say that the public wanted to hear. Today everyone from the President to the infant movie star or the child poetess are in imminent likelihood of being approached for their views at any moment.

Each week, the corner newsstand shows new faces and names, until the chewing gum and pepomints are crowded to one modest corner. Journals of new thought and old thought seem to be born over night.

Take the established newspapers and magazines, enlarging the number of their departments, broadening the scope of their subject matter,—a marvel of accurate presentation of the thought and activities of every nation under the sun. The power of the printed word has taken a hold on the American public in a way that is singularly significant.

Much current reading matter has swung over to the realistic; the every day acts of the folks at home,—their emotions, what they see and think of and talk about, are all set down in print.

Until we know everybody. The psychologists no longer have a monopoly on "human nature." General reading of fact literature about the intimate life of people is making us all understand each other better. Today we pick up an article at random, and find the author coolly discussing the thoughts and emotions that we had hitherto always thought of as peculiarly our own. We soon find that others have had similar reactions.

We are finding out in our reading that after all, people are pretty much alike, and that makes life a whole lot less complicated.

The Important Question

Some sea going philosopher said:— "the world is not much interested in the storms you encountered at sea; the question is,—did you bring the ship into port?"

How many times has it happened that somebody has come up looking like the "Ancient Mariner" himself and laid his skinny hand on your shoulder and bade you listen while he told of the astounding difficulties he was working under, how he was expected to do a whale of a job, and that the boss was "on his neck" all of the time, and how

he could do a real job if he had more time.

Haven't you found that usually such a fellow is the kind that doesn't quite know how to meet difficult situations, that he's not naturally or by training well enough equipped to do the job he's working on? After a piece of work is successfully finished, the difficulties encountered and overcome on the way fade into nothing. The big hurrah is that it is done.

The man for whom a job is done, whether it's the owner of a ship or the foreman in a shop, knows when you've completed a specially arduous task that you've met all sorts of obstacles. He knows because he has been through them and he measures the finished job by an intimate knowledge of the barriers you met on the way.

Every one has a boss. It's natural to want to tell him at each step of the way how much we have done, and most of us are even likely to overemphasize the difficulties. But the boss judges by clean cut results. Even the "big boss" has his boss—his conscience,—and Conscience is even more impatient of excuses. What Boss Conscience wants to know, is not how hard was the voyage, but was the ship brought into port?

Be a Headliner

If "all the world's a stage" and we are the players, the one that learns to play his part well, no matter how small a part, has the way opened to bigger things.

Following the analogy of the theater, suppose the individual who plays the part of the "butler" in the drama does it so well that the audience remarks on his splendid acting. They look to see his name on the program,—with the result that probably next year the butler will be playing the part of the swanking hero or the slippery villain. He has played the "butler" so carefully, even though it be the humblest part in the play, that he has distinguished himself for a bigger role.

It's not the position you hold; it's how well you fulfill its requirements. It's not how *much* you know, but how well you know how to use what you know. We are judged by the record we make, not by our ability to make a record.

And every man wants to see his name flashed in electric lights in front of the theater of life.

Nominations for the Annual Election of Officers of the Employees' Association Will Take Place :: :: on Wednesday, March 28th :: ::

Hugh McQuillen will no doubt be a candidate to succeed himself as president. It is rumored also that Joe McGuirk will again throw his hat in the ring. Nothing has been heard from Jimmy Macfarlane as to whether he will take an active part, but all are hoping that he will again take the stump in the "interests of good government." Some have it that he is now on a vacation getting his vocal cords in condition for a strenuous campaign.

A New Stage in Oil Burning Technique

(Continued from page 9)

inside casting is designed and tested to withstand 500 pounds pressure per square inch. For the same size (in diameter and height) this heater has approximately double the heating surface of any other on the market.

Morse suction and discharge strainers are of the duplex type and have large straining areas. The switch-over is by means of a heavy, specially designed bronze plug cock. When the strainer is in operation, the plug cock handle covers the side in use, making it impossible for the pressure side to be opened. This provides another safety feature of real value. The discharge strainer also has large straining areas. The basket is composed of three strainers, one set within the other. The outer basket is of comparatively coarse mesh; the middle somewhat finer, and the inner of finest screening. The strainer is of such large capacity and fineness that *all* dirt is caught at this point, eliminating the necessity for individual burner strainers. From the operator's point of view, these latter are merely a nuisance.

The effective result in evaporative capacity per pound of fuel consumed is the thing that interests the shipowner and operator. The combination of the improved Morse Burner, Register, (utilizing the new principle of fine atomization and complete admixture of air throughout the oil cone), Heater, and Strainer, with their rugged design, wide range, and flexibility of control, and simplified piping system, produces practical and continuous economies of fuel consumption that no operating manager should ignore. The mechanical superiority of the Morse System is supplemented by permanent follow up on the part of our Combustion Engineering staff. This service, rendered by recognized combustion authorities, insures a permanent continuation of the results obtained on initial demonstration runs.

The human element enters into oil burning to a great extent. An oil fireman can make or lose more for his employer than any two coal firemen. This fact has been so thoroughly demonstrated that there is now a school supported by the Government where firemen are taught to burn oil efficiently. The waste of fuel oil, due to bad operation, is still enormous, and can only be materially reduced by the use of better equipment, more general, practical training and more intensive supervision.

The unusually fine drawing by Franklin Booth on this month's cover page was made available to us through the courtesy of N. W. Ayer & Company.

Make sure that the Employment Office has your correct address; otherwise, the *Dial*, which is now being mailed, will not reach you each month.

Employees Association Directory

Officers

President, HUGH McQUILLEN, Inside Machinists Department
Vice-President, HUGH CALLAHAN, Dock Hands Department
Secretary, EDWARD HANNAVIN, Brass Storeroom
Treasurer, MORTIMER W. MEAD, Office

Relief Committee: THOMAS CALLAHAN, Dock Hands; CHARLES WINKLER, Pipe Shop; THOMAS WHITELAW, Hull Dept.

Steamship Conversion to Diesel Engine Drive

A Factor in Maintaining an American Merchant Marine

By Louis R. Ford

Manager, Morse Diesel Engineering Department

The regular arrival and departure of large motor ships has become such a familiar sight in most of our important harbors that it has ceased to be a subject for comment. Only a few years ago such a vessel was regarded as a marine curiosity and a highly hazardous sort of experiment. This acceptance of the motorship as a member in good standing in the great argosy that forms the most important element in the interchange of commodities between nations of the world is a very good indication that the Diesel engine, has become firmly established.

The reliability of the Diesel driven cargo ship and the flexibility of the Diesel engine having been definitely established, it remained for the still existing acute depression in general marine business to focus attention on the economic possibilities of the motorship. During the time when hundreds of steam ships have been laid up, the number of motorships has been steadily increasing. Endless controversies may be carried on as to the relative merits of the steamship and the motorship, but this rapid increase in the foreign motorship fleet is causing American ship owners and operators to study very seriously ways and means of utilizing the economic possibilities of the Diesel engine for keeping their own ships in service. In nearly every case such studies have demonstrated that the Diesel engine is the equal of the steam engine in dependability and flexibility, and enormously superior to it in cost of fuel per cargo ton-mile, but is handicapped by larger capital charges, due to greater first cost of Diesel engines and accessory electrical equipment as compared with steam machinery.

European ship owners were quick to appreciate the advantages of the motorship and in England and the Continental countries new motorship tonnage is being produced in larger quantities than steam tonnage. The low freight rates and generally depressed marine business conditions, instead of stopping the building up of the European merchant fleets, is simply resulting in a rapid trend toward preponderance of motorship over steamship tonnage. In view of the fact that it is impossible to produce new hulls in American shipyards as cheaply as they can be produced in Europe, especially in Germany, the difference in capital charges places a hopeless handicap on the American shipowners in attempting to meet foreign competition with this most economical type of ship if it is necessary to build new ships.

To meet this situation the Shipping Board is performing a very real and constructive service by offering for sale at a very nominal price, from its great fleet of idle ships, such vessels as are suitable for conversion to Diesel engine drive. There are several hundred of these ships whose hulls are of excellent construction but whose machinery has not performed satisfactorily in service. No definite price per ton for these vessels has been announced by the Board but it will probably be low enough that the total cost of conversion, including the cost of new Diesel machinery, cost of hull, cost of removal of old machinery and installation of new, and cost of general overhaul of hull and fittings to place the vessel in good operating condition, will be about $50 a ton. In other words it is possible for the American ship owner to obtain in this way well-found motorships, complete and ready to operate, at a cost of about $50 a ton, which is no greater than the cost of new vessels being built abroad. This removes the great handicap of unequal capital charges and places the American motorship more nearly on an equal footing with its European competitor.

The upbuilding of the American marine and its successful maintenance against foreign competition is of course a matter of vital interest to the shipyards. The latest step in the movement for producing a large fleet of American motorships by conversion of steamships is the recent announcement by the Morse Dry Dock & Repair Co. of the organization of a special department to handle such conversion work and give advisory service to ship owners contemplating such conversion. This example will no doubt be speedily followed by all the leading ship yards. No first class shipyard would hesitate at the present time to undertake such a conversion job, but it is a well recognized principle in American industry that maximum efficiency as to quality and quantity of production is obtained through specialization.

There are several different classes of vessels in the government-owned fleet available for conversion, ranging in size from the small "Lakers" to the 9600 D. W. T. general cargo carriers, all single screw, driven by reciprocating engines or geared turbines and equipped with either Scotch or water-tube boilers. The first step in the conversion of any of these vessels is the determination of just how complete the conversion is to be. From the operating point of view the most satisfactory results are obtained by complete elimination of the steam machinery, operating all auxiliaries, including cargo winches, with motors supplied with current from Diesel generator sets. This of course represents the maximum of conversion cost. Next in order of cost is to retain the steam cargo winches and motorize all the rest of the machinery, retaining one boiler to supply steam to the winches. The cheapest plan involves the installation of a Diesel engine for propulsion and retaining all steam auxiliaries. A possible variation is to motorize all engine room auxiliaries and operate the deck auxiliaries with compressed air. The final selection of the most desirable arrangement involves careful study of the kind of service the vessel is to engage in, cost and amount of fuel used and a careful balancing of operating economies against capital charges.

At the present time not enough conversions have been made to permit accurate estimates as to costs involved, but a fairly close estimate can be made. The conversion plan which meets with most general favor is the one which calls for retention of steam cargo winches, a single, direct-connected Diesel engine for propulsion and electric motor operation of engine room auxiliaries. Such a conversion should cost between $30 and $40 per deadweight ton, including cost of all machinery, depending on the type of vessel, types of machinery selected, and structural changes involved.

It is the growing opinion among ship owners and operators that the future of the American merchant marine is closely bound up with the Diesel motorship and with the rapid increase in number of such vessels we may expect a like increase in confidence in their soundness as a marine investment.

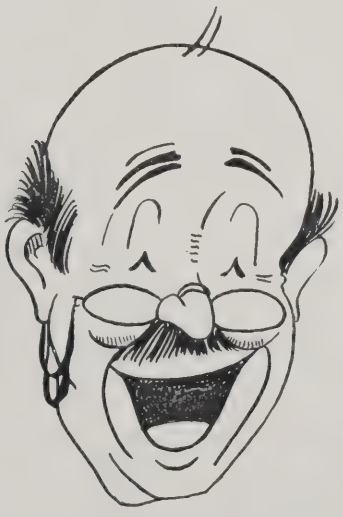
Mr. Hanbury Speaks Before Senate Committee on Workmen's Compensation

Mr. Hanbury represented the Brooklyn Chamber of Commerce Legislative Committee before the Combined Judiciary Committee of the Senate and Assembly at Albany on February 13th in regard to the proposed bill emanating from the Lockwood Committee providing for a State Compensation Fund under which, if enacted, all industries and other businesses would be compelled to insure with the state fund only.

The counsel for the Lockwood Committee during the hearing voluntarily and in behalf of the Committee as its counsel stated that he would agree to a modification of the bill in order that "self insurers" could continue under the same rules and regulations as they are now enjoying.

Mr. Hanbury brought out this point in his advocacy of a change, stating that if the proposed bill goes through as drafted, it would eliminate $6,000,000 of direct taxation which would have to be offset by an indirect tax on the public. In closing, Mr. Hanbury said that for the past six or seven years the minority in all matters of international and national affairs seemed to and did adopt a policy of annihilation rather than regulation.

Daniel O'Donnell of the Disbursement Department wishes to express in behalf of himself and Mrs. O'Donnell his appreciation for the wedding gift from his friends in the office.



Look pleasant-even if you force a laugh: Life's always taking your photograph.

The Office Cat Says—

Garret Misset, machinist apprentice, is now in the draughting room, completing his course under the supervision of Mr. Kelly.

The following are new men added to the staff of the Draughting Department: C. D. Nicola, G. Silverburg, M. Mannetho, S. D. Dobbins, K. W. Champion.

A friend of mine
Is Geo. E. Kaye
The lad that hands
Me out my pay.

John Heerlein, formerly in the Cost Department and recently in the 23rd Street Plant, is now clerk in the Disbursement Department at the main Plant.

C. Peng of the dining room force has been awarded a scholarship for a course in chemistry at New York University. The course will last four years and during that time he will receive $80.00 monthly.

Miss E. L. Jenkins, formerly in charge of the Yard restaurant, is now with the Ocean Accident and Guarantee Corporation as personnel director.

Marie Andersen's Ford coupe is now being used as an ambulance.

New office boys:—Hugh McKee at the New York office; James Nelson and John McCormack at the main plant.

Gustav Johnson has returned to the Company and is again assigned to the Yard Superintendent's office.

A friend of mine
Is Captain Arentz,
A son of quite
Distinguished parentz.

Miss Nelson—"Say Harry, what is tomorrow?"

Harry—"Friday."

Miss N.—"You're wrong, 'Tomorrow' is a fox trot."

The two original soap hounds,—Bill Borgeson and Jack Gannon.

Miss Pierce is thinking of opening a tea room (customers will be requested to bring their own sugar.)

John McCann still insists that there ain't no Santy Claus.

Bill Smith is back on the job again after a long session of illness. They do say that William had a very attractive nurse attending him. When's it coming off, Bill?

A friend of mine
Is F. McQuaid,
A ca-pa-ble
Insurance aid.

Both Fred C. Seibenborn and Miss Catherine Keegan, formerly of the Disbursement Department, are now in the employ of the New York Telephone Company.

Hobart S. Blake, estimator, has returned to the employ of the Company after several years absence in Buenos Aires as shipping surveyor for the American Bureau of Shipping. Since his return from South America, he has completed a contract for the building of wooden vessels in New England.

Harry F. Roberts has been added to the staff of the 23rd Street Branch, and is acting as general assistant to James Welden. Mr. Roberts for several years prior to coming with this Company was connected with a large maritime hardware company, in the sales department.

The Wrong Number

The motorist telephoned frantically for assistance. "I've turned turtle." he shouted.

"Wrong place. Apply at the aquarium," was the cool answer.

—*Eve. World.*

After the Ball

By E. E. Donnelly

THE BALD HEADED ROW GIVING— THE ORIENTAL DANCER THE ONCE OVER, AT THE MONTHLY MEETING.
"DA- DA-DA-A-A— DA-A-A-A—
"YES-YES GO ON-!!!"
ED. DONNELLY.
"-AN' IT IS VERY DIFFICULT FOR YOU TO SAVE MONEY— IN FACT YOU CAN NEVER TELL WHEN YOU ARE LOSING IT—" ETC. ETC.
$5
"O-BOY-THAT'S THE CATS WHISKERS"
"I BET KING TUT HAD THIS KIND OF STUFF FOR BREAKFAST, DINNER AND SUPPER- EH- McQUILLEN?
HANNIVAN
McQUILLEN
J. SINGER
CAPT. ARENTZ HAVING HIS FORTUNE TOLD BY A GYPSY IN THE LOBBY OF THE MORSE PLANT.
"IF THE BOYS THINK THEY ARE KIDDING ME-THEY HAVE ANOTHER GUESS COMING, THEY DON'T KNOW WHAT A REAL CROP OF HAIR LOOKS LIKE-"
GOING GOING GONE
"THIS IS THE LIFE-"
JOHNNY NALLIN AND HIS FAMOUS GREENWICH VILLAGE HAIRCUT.
MR AND MRS JAMES DONOVAN AS UNCLE SAM AND LIBERTY AT THE MORSE BALL.
DAN SHEA CONDUCTING THE JAZZ ORCHESTRA AT THE MORSE CARNIVAL.
"JOE McGUIRK SAY YOU GIVE ME DA $5.00"
BANG BANG
1ST PRIZE WINNER
"I DO"
THE KIRBY GIRLS AT THE MASQUE BALL OF THE MORSE CO.
DANNY O'DONNELL JOINS THE RANKS.
MR HALLOCK
JIMMY THE WOP LOOKING FOR HIS PRIZE AT THE CARNIVAL

A LITTLE BIRD TOLD ME

Telephone Trills

Ask our telephone operator how many r's she thinks are in the word "three."

* * *

Kapt. Kirby:—"Hello Rose, give me my 'Synagogue.'"

* * *

Jim Donovan (69 times a day):—"Mr. Hallock is out in the Yard now"—"Who is this?"—"I see"—"Yes"—"I see."

* * *

Matteson (calling in the Yard about 4 P. M. from some telephone booth in a theatre):—"Anything new, Joe?"

Joe:—"No, Matt, nothing new. How was the show this afternoon?"

* * *

Minetti:—"Is this Meester Hallock's offica?"

Chambers:—"Righto"—"Righto."

Cracks Out of the Yard Box

Coffey:—"How do you like that yacht, Captain?"

Captain Kirby:—"Not so good; it seems to me the stern is too near the bow."

* * *

Barney Google, Captain of the *Spark Plug* is now soliciting business and has booked the Subway for dry-docking.

* * *

Frank Whitman has a new invention: "Making knitted nut-crackers." For his good work he has been awarded the "Famous Iron Hat."

* * *

Our own "Methodist Episcopal" Bush has it on the Majestic's Big Three when during the noon hour his "Funnel" is at full blast.

* * *

Jack Phin is very much interested in his job nowadays. He misses ne'er a call for his daily "Tee"; not "Tommy Lipton's" but, you know,—

* * *

Charles Winkler wore his gloves to keep his hands warm down at the Ball.

* * *

They say there is a resemblance between "Our Own Ass't Soop" and Jackie Coogan. We presume it is in relation to size.

A bunch of keys has been picked up in the yard and are now in the Employment Office,—do they belong to you?

* * *

A friend of mine
Is Bill McEwen,
They say he's expert
At beef-stewin'.

* * *

Louie Lacomb has requested prices on "Soot Blowers." He intends to use one in his pipe.

* * *

Maylor:—"Where is the Clan boat going to?"

Parker:—Over to Pier 1."

Maylor:—"I must go over to inspect it."

Parker:—"What are you going to do, George; walk to the bottom to see if there is enough water?"

* * *

Van Gelderen:—"Mr. Hallock, can I have this afternoon off? I want to go home and feed the fish."

* * *

Chambers:—"Well, are you going up the line?"

Coffey:—"Yes, I am. You can drop me off at 60th St. and 3rd Avenue, port side, aft."

* * *

We have a ventriloquist in Pete Grant when speaking on the telephone.

* * *

Otto Rochelle is showing a lot of interest in how to make beer.

* * *

When it comes to lacing belts Irving Ash is in a class by himself.

* * *

Ben De Bar would like a job taking care of an Old Gentlemen's Home.

* * *

Charles Ambriano has finished his apprenticeship as a machinist and received his check for $200. Good luck, Charley.

* * *

By declaring that Jack Dempsey was the greatest man in the U. S. John Gurth secured his citizenship papers.

* * *

Our own "Sheik" marching along Fifth Avenue on a Saturday night with his "Shadow" and then telling the Boys the next morning about the "Flapper" he was with.

Charlie Crowe claims he owns Staten Island. We presume it is the picture.

* * *

Van Gelderen was dispatched with his truck some time ago to bring back a "Wild-cat" from a ship. Before leaving the Yard, he ordered a carpenter to have a cage prepared.

* * *

Our Mac:—receives Havana, Cuba, on his Radio and says it is so realistic to hear the tinkle of the glasses.

* * *

It is Craig's ambition to become a Traffic Cop on the Great Lakes.

* * *

Matteson's Title: — "Fresh Air Inspector."

* * *

McDougall:—"Sit down, Joe, and I'll teach you how to box a compass."

Pete Grant:—"I think, Mac, it would be better to teach him to box macaroni."

* * *

Young Albert Hallock—brother of Superintendent Charles Hallock—dry-docked a vessel on No. 2 dock, recently.

* * *

Vincent Brosile has returned to the Patternmaking Department after working for several months with the E. W. Bliss Company.

* * *

A friend of mine
Is Big Chief Myers,
He's here to put
Out all the fires.

* * *

The cashier's office on a Friday afternoon just about resembles a B. R. T. subway car during the rush hours.

* * *

Bill Craig—we can say—is a musician—his latest composition is entitled "He never died so sudden before."

* * *

Mr. Parker's optimistic prophecy came true, that by eating plenty of cheese when a youngster, he would become a "big one" some day.

* * *

Luigi Minetti: "Mr. Parka, whens you wants me to do thata job? I cannot do that work untils before the deepa tank is completa."

* * *

Capt. Kirby claims that every time his fire goes out in his shanty he has to go out on the dock to warm up.

* * *

Peter McRobbie, one of the ship fitters in our yard, won $100.00 last week in the Tongue Twisters Contest now running in the "Daily News." The twister that won the money was: "Bud's bobbed bride bribes Bob's bright boss."

The Morse Annual Ball

Nearly 2,000 persons attended the annual masquerade and carnival of the Employees' Association at Prospect Hall on January 20th. Decorations, costumes, music and entertainment all blended to create the carnival spirit and made of the entire evening a veritable Mardi Gras.

The reunion idea, which had been made very generally known in advance, brought out large numbers of former Morse men for a holiday evening. The prizes for costumes went to: Mr. and Mrs. James Donovan, dressed as Uncle Sam and Miss Liberty; Eileen Kirby, Spanish dancer; Al Cary, Grand Army costume; Dorothea Kirby, skating girl; Nancy Fontaine, sheik, and Ruth Westfield, harem girl; Mr. and Mrs. Hitell, dressed as Italian man and woman; Walter Lally, constable; Anita Rochelle, Dutch girl.

Mr. and Mrs. Morse were early arrivals and remained throughout the entertainment, at the conclusion of which they led the grand march. The committee of judges consisted of William Chambers, Charles Hallock, William F. Kirby, Henry Rochelle, and D. V. Stratton.

At twelve o'clock, after the prizes were awarded and special features completed, the crowd wound its way through the mazes of the grand march and eventually stood bravely at attention while the camera-man flashed his light and "shot" the picture. Dan Shea's orchestra remained to furnish music for the dancers who revelled into the morning.

The committee to whom credit is largely due for the success of the event were: Hugh McQuillen, president of the Association; Joseph McGuirk, Henry Rochelle, Thomas Plunkett and Charles Ambriano.

Former Morse Man in North Dakota Asks for Copies of Dial

The following letter came out of North Dakota this month, to be exact from R.F.D. No. 3, Park River, N.D., and was received by Thomas Plunkett. In part it reads as follows:—

"How's things, old timer? I guess you're still at the Employment Bureau and are a little puzzled as to who is writing this letter from way out west. Well, Tom, it is young Olsen, former heater, painter, machine shop helper and Jack of Nothing; am a thrasher on my uncle's wheat farm."

He then asks that recent copies of the *Dial* be sent on to him, so that he may keep in touch with the Plant and its doings.

Capt. B. Google Gets There and Back

Captain Barney Google of the good ship *Spark Plug* was called in one night last week to act as navigating officer on the lighter *Panuco* which was scheduled to sail through the ice fields of Newark Bay and the Passaic river to the Riverside foundry in order to bring back a stern frame for the *S. S. Feltore.* Captain Barney has had considerable experience in the ice. He was with Captain Cook when he discovered the North Pole and claims he was the first man to climb it.

Captain Barney started on the voyage to Newark well equipped. He had his chronometer, sextant, deep sea lead and harpoon. Well, the good ship had a perilous time getting through the ice floes, but thanks to Captain Barney with his harpoon, breaking and shoving out of the way the ice bergs that threatened to crush the ship, they arrived safely at 1 A.M. The Captain must have recognized some of the ice bergs, as he called them by name (of course we can't print the names). The Captain being an expert wireless operator, kept in touch with the Yard until he brought his ship safely back.

Informative Paragraphs

The result of some research work is shown in the following observations by J. E. Raimo of the Yard Superintendent's office:

Things not generally known

Enrico Caruso was his mother's nineteenth child.

Football was played in China 4618 years ago. The Chinese used a round leather ball stuffed with goat's hair; the players wore silk uniforms.

More than $25,000 worth of eggs are accidentally broken every week in New York City.

The people of the United States spend $200,000,000 annually for tobacco.

20,000,000 letters are sent to the Dead Letter Office annually because of improper or insufficient address.

32 languages not including English are spoken in New York City.

In China the mourning color is white, in Persia, brown and in Turkey, violet.

Proverbs

It is idle to wait for ship to come in unless you have sent one out.

Success consists not so much in studying nights as in being awake in the daytime.

Do not measure your enjoyment by the amount of money spent in producing it.

Make sure that the Employment Office has your correct address; otherwise, the DIAL, *which is now being mailed, will not reach you each month.*

From Hen to Gorg

Dear Gorg:

i ain't receeved no letter from you for sum time but i anser it just the sam. i am riting you this leter to let you no that if you don't get this leter i ain't goint to rite to you agen even tho you anser this leter.

i think it must be warmer her on the farm than it is in the sity, i suppose this winter ain't so warm as last winter but ther is a lot mor sno this winter altho we dont want no more this winter than last winter.

i saw your mother in law at the church las nite she look old and ugly sinse your father was killed throwing the bull. i thought she was your wife on a visit until i herd she was your mother in law. i dont see good but i remember your wife has teeth.

our holsteen cow had a young 1 last Mon, my dawter Marg had a kitten but he froze to deth sleeping at my wifes feet. my dawter cried because he was to froze to drink milk. she says she wants to have a puppy now.

how is your folks i aint see your little boy for 25 yrs. does he still speek them nice peeces in the skule?

give my love to all i am sending you a case of home broo you can tell the case it is marked "Licker keep in Cool Place Dont Let Corks come out" if the corks is lost let me no and i will send sum more corks.

if you dont get this leter plees send the envelop back to me with your noo address.

your brother, Hen.

The Stuff Chest.

Little, But Long

Many a man thinks he is overworked just because he takes all day to do a three-hour job.—*Baltimore Sun.*

Every Branch
of Marine
Repair
Work Comes
Within
the Scope of
Morse Service

ur Staff of Engineers
ncludes the Best Avail-
le Talent in the Marine
eld Who are Always
eady and Glad to Furn-
h Expert Advice on Ma-
ne Architectural and
ngineering Problems.

* * *

pplementing the Com-
ete Equipment for Ship
epairs, Reconversions or
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ranch Shop In New
ork—a Daylight Plant
horoughly Equipped to
o Emergency and Voy-
ge Repairs at Any Time
the Day or Night.

Morse Dry Dock &
Repair Co.
Brooklyn, N. Y.

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Morse Dry Dock Dial Data Sheets

Lloyd's Register of Shipping

ing pipes.

12. Where holds are insulated for the purpose of carrying frozen or chilled meat, and the vessel in way of the insulation was examined by the Society's Surveyors at the time such insulation was fitted, it will be sufficient at the first Special Survey No. 1 if the limbers and hatches are removed and the vessel is examined in way of the same. At all subsequent Special Survey No. 1, in addition to the above, sufficient lining is to be removed in each of the chambers to admit of the framing and plating being exposed to satisfy the Surveyor of their general condition, subject to such modifications as may be excepted by the Committee, upon application in each particular instance.

13. The engines and boilers of steam vessels and the donkey boilers of sailing vessel must be examined and favourably reported on by the Society's Engineer Surveyors. For Periodical Surveys of engines and boilers, see page 94.

Special Survey No. 2

1. The vessel is to be placed on blocks of sufficient height in a dry dock or on a slipway; proper stages are to be made, and the holds and peaks are to be cleared for examination.

2. The limber boards and ceiling equal to not less than three strakes fore and aft on each side are to be removed, one such strake being taken from the bilges. Where the ceiling in the flat of bottom is fitted in hatches, the whole of the hatches and one strake of ceiling at the bilges are to be removed. At second and subsequent Special Survey No. 2, additional ceiling is to be lifted at other parts of the vessel where deemed necessary by the Surveyors to enable him satisfy himself as to the condition of the vessel.

3. The coal bunkers of steam vessels are to be cleared for examination, and ceiling is to be removed as in the holds. The bilges and limbers in the engine and boiler spaces are to be cleaned out, so as to allow of these parts being properly examined.

4. The framing and both surfaces of outside plating are to be exposed and cleaned and coated where necessary. Special attention should be given annually to the examination of the ash shoots and the shell plating in way of the opening.

Compliments of Morse Dry Dock & Repair Co., Brooklyn, N.Y.

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Morse Dry Dock Dial Data Sheets

Lloyd's Register of Shipping

LLOYD'S REGISTER OF SHIPPING PERIODICAL SPECIAL SURVEYS OF STEEL VESSELS

Special Survey No. 1

1. The vessel is to be placed on blocks of sufficient height in a dry dock or on a slipway; proper stages are to be made; and the holds and peaks are to be cleared for examination.

2. The limber boards and ceiling equal to not less than two strakes fore and aft on each side are to be removed, one such strake being taken from the bilges. Where ceiling in the flat of bottom is fitted in hatches, the whole of the hatches and one strake of ceiling at the bilges are to be removed. At second and subsequent Special Surveys No. 1, additional ceiling is to be lifted at other parts of the vessel where deemed necessary by the Surveyor to enable him to satisfy himself as the condition of the vessel.

3. The coal bunkers of steam vessels are to be cleared for examination, and ceiling is to be removed as in the holds. The bilges and limbers in the engine and boiler spaces are to be cleared out, so as to allow of these parts being properly examined.

4. The framing and both surfaces of outside plating are to be exposed, and cleaned and coated where necessary. Special attention should be given annually to the examination of the ash shoots and the shell plating in way of the opening.

5. In cases in which the inner surfaces of the bottom plating is coated with cement or asphalt, the removal of this coating may be dispensed with provided it be carefully inspected, tested by beating of chipping, and found sound and adhering satisfactorily to the steel.

6. If the vessel has a double bottom the ceiling is to be removed therefrom and the efficiency of the tanks tested by a head of water to the height of the light water line. Where peak tanks or other deep water ballast tanks are fitted, their watertightness is to be tested by a head of water not less than 8 feet above the crown of the tank. All water ballast tanks are to be cleaned out, to admit of their being properly examined inside.

In the case of motor and other vessels burning liquid fuel and carrying it in the double bottom and other tanks, upon the occasion of the First Special

Compliments of Morse Dry Dock & Repair Co., Brooyklyn, N. Y.

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Morse Dry Dock Dial Data Sheets

American Bureau and Lloyd's Special Surveys

The engines and boilers of all vessels will be required to undergo Periodical Surveys at the same time as the special survey on the hull.

For Periodical Surveys of Engine and boilers see Section 45.

Third Special Survey No. 1

This and succeeding surveys are to correspond with the Second Special Survey No. 1 and succeeding surveys, unless other wise determined by the committee.

PERIODICAL SURVEY OF ENGINES AND BOILERS.—SECTION 45.

The engines and boilers of all vessels classed with the Bureau, will be required to undergo Special Survey at the same time as the Special Survey on the hull.

In cases of accident involving consideroble repair and an extensive examination of the machinery and boilers, such examination may, with the sanction of the committee, be considered equivalent to a Special Survey.

Vessels which have complied with the requirements of these Surveys will be indicated in the Record Book: "A. M. S. 3,17" in red or "B. S. 3,17" in red, or "M. S. 3.17" in red.

"A. M. S." signifies the highest Classification of the American Bureau of Shipping, for Machinery and Boilers, and followed by a date denotes that they were found at that time upon inspection to be in good condition.

"B. S." followed by a date denotes that the boilers were found at that time upon inspection to be in good condition.

"M. S." followed by a date denotes that the machinery was found at that time upon inspection to be in good condition.

At these Special Surveys and on other occasions when the vessels is in dry dock, the sea connections together with the cocks and valves in connection with same, are to be examined, all iron and steel fastenings of sea cocks and valves to the shell plating are to be removed for examination at each Special Survey No. 3.

Tailshafts are to be drawn for examination at least once every two years, but when liners are fitted solid in one length the shafts need only be drawn once every three years.

Compliments of Morse Dry Dock & Repair Co., Brooklyn, N. Y.

These Data Sheets Are Compiled and Published for the Benefit of Our Friends in the Shipping Trade

Extreme care is exercised in their preparation so that the information they contain will be authoritative and authentic.

There is nothing perfunctory about Morse Service. If you have never visited our plant it will be worth your while to do so. It is the cleanest, most up-to-date and best equipped ship repair yard in the country.

2/16 in. reduction in cables of 12/16 in. and under 1-4/16 in. diameter.

3/16 in. reduction in cables of 1-4/16 in. and under 1-12/16 in. diameter.

4/16 in. reduction in cables of 1-12/16 in. and under 2 in. diameter.

5/16 in. reduction in cables of 2 in. and under 2-816 in. diameter.

6/16 in. reduction in cables of 2-8/16 in. and under 3 in. diameter.

7/16 in. reduction in cables of 3 in. and under 3-8/16 in. diameter.

The masts, spars, rigging, hawse pipes, and outfit are to be examined, and found or placed, in good and efficient condition, and the anchors are to be examined and their number and condition, reported upon.

All mast and bowsprit wedging is to be removed, and the condition of the plating of iron or steel masts, bowsprits, and spars tested by hammering or drilling, as may be found necessary.

The hatch covers and fore and afters, the hatchway and ventilator coamings, deckhouses, the engine and boiler casing and all other means of protecting openings in the weather decks are to be examined, and found or placed. in good condition.

All parts of the steering arrangements together with the blocks, rods, chains or other transission gear to be examined, and found or placed, in good condition.

The windlass, hand pumps, sluice valves, watertight doors, and air and sounding pipes are to be examined and found or placed, in good and efficient condition.

When spaces are insulated in connection with refrigerating plant, the limbers and hatches are to be lifted, and enough lining is to be removed from all the spaces to enable the Surveyors to examine the general condition of the plating and framing in way of the insulation, and if, upon such examination, they consider it necessary all the lining is to be removed.

In vessels intended for the carriage of oil in bulk, the tanks must be thoroughly cleared of gas and every precaution taken to ensure safety during inspection. Each compartment and cofferdam is to be tested with a head of water up to the top of the expansion trunk hatchways. ....

When the after bearing is worn down ¼" with shafts not exceeding 9 in. in diameter; 5/16" when over 9 and not exceeding 12 inches, and ⅜" with shafts over 12" in diameter, the bearing is to be rebushed.

At each Special Survey the cylinders or turbines, pistons, valves, pumps, condensers, thrust blocks, main and tunnel bearings shafting, evaporators and steam steering gear are to be opened up for examination, and such other parts of the machinery as may be considered necessary also to be examined.

The pumping arrangements from the several holds, as well as from the engine and boiler spaces, are to be examined.

At each Special Survey, the boilers and superheaters are to be opened up and carefully examined inside and outside, and the Surveyor is to satisfy himself that the boilers and all their appendages are in perfect order in every detail. The safety valves are to be carefully examined and set to the working pressure.

If at any of these Surveys the Surveyor considers it desireable, the actual thickness of the plates and strenght of stays are to be ascertained in order to determine the future working pressure, and the boilers and superheaters tested by hydraulic pressure.

The main steam pipes are to be tested by hydraulic pressure every four years in the case of brazed copper pipes, and in the case of seamless copper pipes or iron pipes they are to be tested every six years. Copper pipes should be annealed before being tested.

The Surveyors are to indicate on their reports each time the main steam pipes are tested.

In addition to the Survey at the first Special Periodical Survey, when four years old, the boilers and superheaters are to be similarly surveyed when six years old and annually thereafter.

If it be found desirable, upon inspection, that any part of the engines or boilers should be examined again within the periods prescribe above, it will be necessary for the Owner to comply with the Committee's requirements in this respect.

The donkey boilers of Sailing Vessels are to be subjected to Special Periodical and Annual Survey in accordance with this foregoing requirements, if it is desired to maintain the Classification of the vessel.

Survey No. 1 these tanks need not be steamed out for internal examination, provided upon a general external examination of the tanks, the Surveyor finds the conditions to be satisfactory. In these cases the tanks can be tested by a head of oil of not less height than that stated above.

7. When a deck originally required to be 4 inches thick is worn to 3 inches, 3½ inches, to 2¾ inches, to 2½ inches, it is to be renewed. If, however, such deck is found on survey to be in good condition, the case will, upon application, receive the consideration of the committee.

8. The anchors are to be examined and placed in good condition, and when a vessel is undergoing Special Survey No. 1, after having passed Special Survey No. 3, the chain cables are also to be ranged for inspection; any length of chain cable which is found to be reduced in mean diameter at its most worn part to the extent indicated on the backs of Tables 30 and 31, is to be renewed; the windlass, if of wood is to be unhung, where necessary, and its wood linings are to be sufficiently stripped for examination, unless this requirement was carried out at the previous Periodical Special Survey.

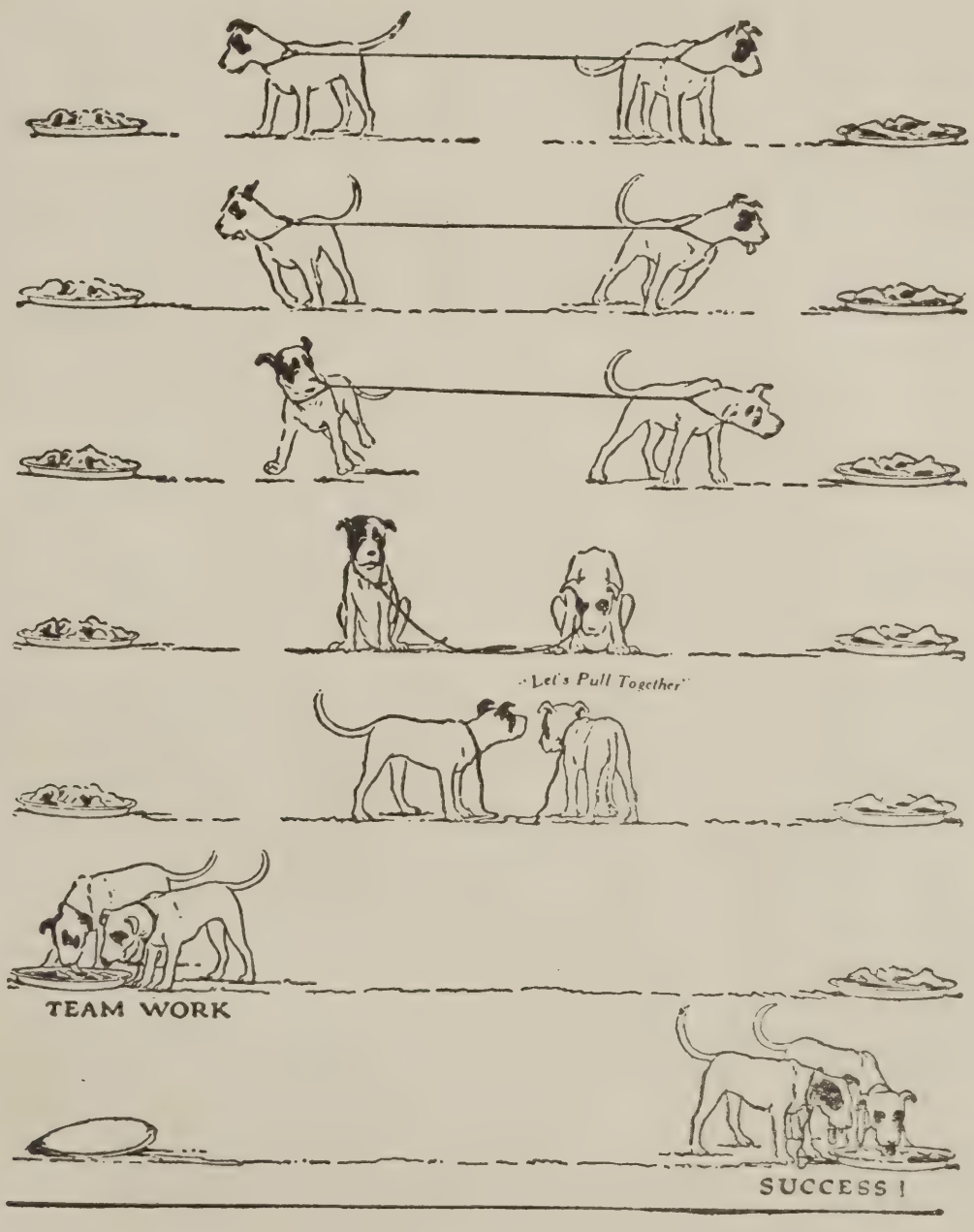
9. The masts, spars, and general equipment of steam and sailing vessels must be examined and found, or placed, in good and efficient condition. At second and subsequent Special Surveys No. 1, the mast and bowsprit wedging is to be removed, unless the plating of iron or steel masts or bowsprits is doubled in way of the same.

10. The hatches throughout are to be examined in position at the hatch ways, and, if defective, are to be renewed or made good. The ventilator coamings and covers are to be examined, and special care is to be taken to see that they are in an efficient condition.

11. The steam steering engine and its connections, the steering rods, chains, blocks, rudder, quadrant, tillers, steering gear, windlass, pumps, sluice valves, water tight doors, and air and sounding pipes are to be carefully examined, and the condition of the same is to be stated on the surveyors report. The Surveyors must see that doubling plates are fitted under all sound-

Pulling Together Gets Something

Pulling Apart Only Gives You a Pain in the Neck



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MOD

The MORSE DIAL

April, 1923

CHARLES S. HALLOCK
Yard Superintendent. (*See Page* 11)

MORSE DRY DOCK DIAL

Vol. 6 April, 1923 No. 4

S. S. America on Our No. 2 Dock

Another Problem for us to Solve

DURING the war, when the enemy submarine campaign was most active, the success or failure of the allied armies depended in large measure upon the continued and steady supply of men and munitions from the United States. The enormous shipbuilding program of this country was just reaching a point of substantial deliveries of new ships when the Armistice was declared. The Allies were calling for transportation and it was impossible for the older shipbuilding yards to turn out vessels fast enough and early enough to keep up with the demand for tonnage.

In view of this, it was absolutely necessary to keep up with the merchant fleet that we had running continuously. When ships arrived in port, repair yards worked day and night overhauling them in order to get them away in the quickest possible time and keep the supplies moving. Turn-around time and lay-up of ships for repairs had to be kept at an absolute minimum regardless of difficulties.

While the repair facilities in New York Harbor had been adequate for the normal pre-war ocean traffic, the concentration of troop and material movements at this point overloaded the capacity of the dry dock plants to such an extent that vast additions to all facilities were necessary to meet the demands of our Government. All such requirements were gladly met and almost superhuman efforts made to meet the requisitions of the transport service. Enormous expenditures for additional equipment were made and the productive capacity of most of the yards greatly increased.

All of us know the effect of the Armistice and the reconstruction period following the end of the war. Shipping has been paralyzed, and employment in the yards very irregular. The large additions to plant have resulted in the permanent increase of overhead expense (interest, depreciation, and maintenance of the enlarged shops).

About a year ago, a law was passed by Congress which provided that any repair work done to a Government owned or controlled ship where the cost would exceed $100,000 must be offered to the nearest Navy Yard for an estimate at the same time bids are called for from private concerns. This law was not widely advertised and its actual operation has not been brought to public attention until recently. Just what the politicians had in mind, or hoped to gain by this Act, we cannot fathom.

On March 12, 1923, a number of ship repair

plants were asked to bid on the reconditioning of the *S. S. America.* This was a large and complex job and it was necessary for each of the companies to employ a large staff of estimators, working day and night, in order to get the figures in on time. The following is a record of the bids which were submitted:

Tietjen & Lang	$1,514,481.00
Morse	$1,260,686.00
Fletcher	$1,421,493.00
U. S. Navy	$1,181,536.00

It is to be noted that the Navy Yard does not make a *bid.* It merely makes an estimate of the probable time and cost of performing the work.

Private yards, when they submit a price, will be paid only that amount, regardless of whether the actual cost will exceed their figure or not. In addition to this, a penalty of $1,500 per day is imposed on private yards for every day they exceed the time specified. In the case of the Navy Yard, either the Shipping Board or the Navy Department would have to absorb any excess cost above their *estimate.* Should they exceed the time limit, it is uncertain as to where the responsibility would rest and what redress would be available.

In this particular case, owing to the high cost of the work (due to competition with building trades for certain classes of workmen and to other causes), the specifications were revised on short notice and the amount of work done materially reduced. The reconditioning of the *America* was then turned over to the Navy Yard.

After having gone through two years of extreme business depression, when private companies were having a strenuous fight for existence, we are now faced with a new brand of competition. In addition to the fact that the Navy Department merely estimate on time and cost, they do not have to figure in their overhead charges for plant and supervision. Private concerns are therefore asked to compete with a Government Department which assumes no definite responsibility for time or expense and which figures on the basis of direct cost only, as compared with total direct and indirect cost. This manifestly is not fair competition. Private concerns, when bidding on competitive work, are all treated in identically the same manner.

The whole question of Governmental departments competing on such a basis with private industry, particularly during dull times, has raised a great deal of discussion. Practically every one of the newspapers has taken this matter up and questioned the wisdom of this particular law. *The Marine Journal,* in their issue of March 17th, publish the following editorial:

Without Defense

"Award of the reconditioning of the *America* to the New York Navy Yard by the Shipping Board is an extreme case of injustice to the private shipbuilding and repair industry of the United States, for which, however, it should be said that the Board itself is not responsible, as it is acting in accord with the requirement of a fundamentally unjust law.

"The Navy Yard makes an *estimate* for the reconditioning of the *America* which happens to be lower than the formal bids of the private yards. But the fact should be emphasized that this is an *estimate* only and not a bid. As Mr. E. P. Morse, the president of the Morse Dry Dock & Repair Company, the lowest actual bidder, points out: 'In the case of the shipyards the entire job is taken for a specified sum, which is to be paid regardless whether the cost exceeds that amount or not. A penalty of $1,500 a day is assessed against a shipyard in case it runs over the schedule time. But no such guarantee is given by the Navy Yard. In the event of excessive cost in money or time, the Navy Department of the Shipping Board will have to make good. This does not seem to me fair competition.'

"It is *not* fair competition. It is discriminatory and confiscatory competition on the part of the Government of the United States, for which that Government ought to feel heartily ashamed. It is as wrong for the Federal Government, with its wealth and authority, to go into the shipbuilding business and attack private capital and enterprise there, as it would be if the Federal Government should set up a department store on Broadway, or build a shoe factory or a steel mill side by side with a similar privately-owned institution.

"The whole thing is fundamentally wrong, morally and economically wrong, and some day time-serving politicians who voted for this kind of thing—and thereby opened the doors to a floodgate of State socialism —will wake up and bitterly resent it."

This represents the sentiment as expressed by practically every publication interested in American Marine affairs.

If the politicians, in framing this law, sought to cater to certain elements or lobbyists, in Washington, or to win votes, they evidently did not know the full facts. In New York Harbor, for instance, there are between 15,000 and 20,000 high grade mechanics who are good citizens and voters employed in private yards, whereas there are but about 1,800 employees in the Navy Yard. With a gradual resumption of commercial business, and without having important contracts, such as the *America,* taken away from private industry, steady employment to more than 20,000 skilled mechanics would result. Many of the men who have been forced to seek work in other lines would return to their regular trade on a full time basis. We do not believe in crying over spilled milk, but in view of the unsound principle involved in this case, we feel that everyone concerned should understand the situation thoroughly, and by a wide expression of public sentiment, bring pressure to bear through various official channels that will make this objectionable regulation inoperative.

Broadside of Motorship "Tiradentes"

THE *Titania* and *Tiradentes*, both of which have been in our yards recently, are modern motorships very recently built for the Wilhelmsen Line by the Deutsche Werft of Hamburg, Germany.

The *Titania* was completed in February of this year and arrived in the Morse Yards after voyaging from Hamburg to Norwegian ports, where she picked up a cargo of wood pulp to be carried to Boston.

After leaving the Morse drydock and taking on a general cargo, she was on her way to Brazilian and Argentinian ports.

This handsome motorship has a length of 400 feet; a breadth of 53 ft. 11⅝; a depth of 36 ft. 10, and has a dead weight tonnage of 7618 tons. She is of the open shelter deck type with three decks, and a fuel capacity for 100 days. On her trial trip she made 13½ knots. She carries electrically operated winches and auxiliaries.

The *Tiradentes*, operated by the same line and German built, returned on April 1 from her first trip between New York and South America. She is 57 tons dead weight, with a length of 398 ft. 3-15/16; a breadth of 53 ft. 11-13/16; and a depth of 38 ft. 3-9/16.

The Wilhelmsen line has been operating ships between New York and South America since 1916 and is gradually replacing their older ships with modern, fast going vessels, built especially for the trade. The new motorships, for example, have space for refrigerated cargo, including meats and other perishable articles.

The sister ship of the *Titania* is now building in Hamburg and will be called the *Talisman*, completion of which is expected sometime during this month.

Other motorships of this line include the *Thalata*, the *Teneriffa*, and the *Tennessee*, each approximately 10,800 tons dead weight, built by Burmeister & Wain of Copenhagen, Denmark; also the *America*, built by Akers Mekaniske Verksted of Christiania, Norway.

Operated by this same line are also three oil burners,—the *Thode Fagelund*, the *Troubadour* and the *Cubano*.

Bow and Stern View of Motorship "Titania" on Our Dock No. 1

A Rational Method of Comparing Motorship and Steamship Costs

By Louis R. Ford

Manager, Morse Diesel Engineering Department

A study of the records of a large manufacturing company which has for many years been identified with the development of water works machinery reveals the fact that at one stage in this development water works machinery was practically standardized on a form of very satisfactory equipment that could be manufactured very cheaply. Engineering study in time developed other forms of equipment, the overall efficiency of which was far greater than the old standard machinery, but which cost a great deal more to manufacture and consequently sold at much higher prices. The first reaction of the users of water works machinery to this development was the almost universal refusal to pay higher prices for the improved machinery when they could get the old standard equipment so much cheaper.

The slow but steady increase in the number of water works interests with vision enough to see that the increase in investment costs involved in the use of the newer and improved types of equipment meant largely increased profits through greater operating efficiency, brought about a gradual change of sentiment. Today the water works interests, as represented by the groups that form the membership of the various waterworks associations, are among the most advanced thinkers in the country in the matter of appreciation of the correct relation of first cost of equipment to profits derived from operation. As a body they do not hesitate to pay the higher first cost of machinery, if that cost is commensurate with the cost of manufacture and if by doing so they obtain greater operating efficiency.

The attitude of shipowners and operators toward the Diesel engine offers an exact parallel. There was a time, not so far distant, when very few marine men could be found who were willing to pay the price of Diesel engines, because most of them could not get their thoughts away from how much more steam equipment they could buy for an equal amount of money. Gradually the results of the operation of the pioneer installations brought about a universal acceptance of the operating economies effected by the Diesel engine but there still remained quite a widespread opinion that the high cost of Diesel engines was due to excessive profits demanded by the manufacturers. It was generally believed that in time the cost of Diesel engines would come down until such engines would cost no more than steam engines. It is now, however, generally understood that even though it may become possible at some time in the future to reduce the cost of the Diesel engine, it is inherently an expensive machine to build and can never be sold as cheaply as the steam engine.

Attention of marine men throughout the world is just now focussed on the Diesel engine and while there are perhaps a few whose studies never proceed beyond first cost, the vast majority are realizing, as a result of careful and complete analysis, that even with the high first cost and the extra fixed charges involved, the adoption of Diesel engine drive means increased net profits.

The more conservative Diesel engine enthusiasts, if there can be such a thing as a conservative enthusiast, realize that the interests of the Diesel engine are best promoted, not by sweeping condemnation of the use of the steam engine for any purpose, but by considering each operator's problem on its own merits and with an open mind. This same open minded attitude on the part of the shipowner leads to a comparison of steam equipment with Diesel, not simply on a basis of comparative costs but on the basis of net returns on investment, taking into consideration every element that may affect the results.

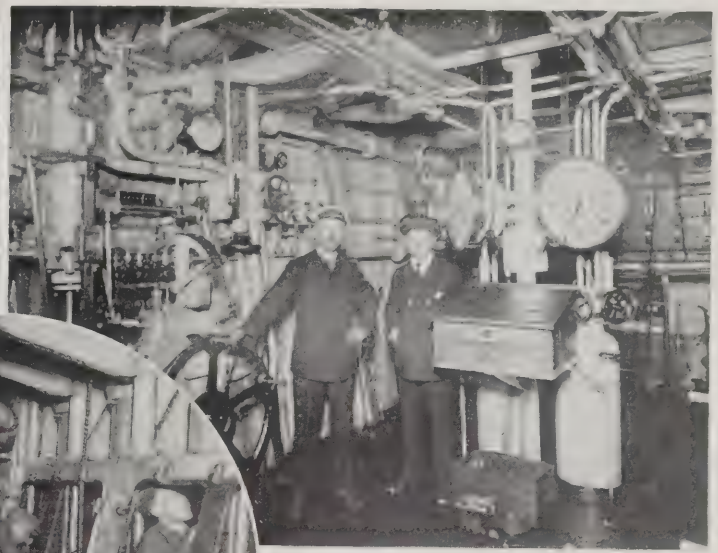
The shipowner who has operated or is now operating steamships on a regular trade route is in a position to reach, by careful analysis, a very definite conclusion as to the relative merits of the two forms of drive for his particular service. For this purpose a tabulation should be made of every element involved in ship operation, such as cost of hull, cost of machinery, fuel cost, insurance, depreciation, interest on investment, crew's wages, subsistence, stores, maintenance, surveys, gross freight earnings, port charges, brokerage fees, canal tolls, etc., and a direct comparison of the two types of vessel can then be made in terms of net annual profit in per cent of total investment. Such analyses are apt to lead to wrong conclusions, however, if, through either biased opinion or lack of a thorough knowledge of both types of vessels, incorrect values are assigned to any of the factors.

A problem confronting the American shipowner today is to arrive at the right conclusion regarding the advisability of taking advantage of the present low price for existing tonnage and converting steamships to Diesel engine drive. Realizing the advantage to the shipowner in having available fair and impartial assistance in studying this problem, the Morse Diesel Engineering Department is placing its service at their disposal in making such analyses.

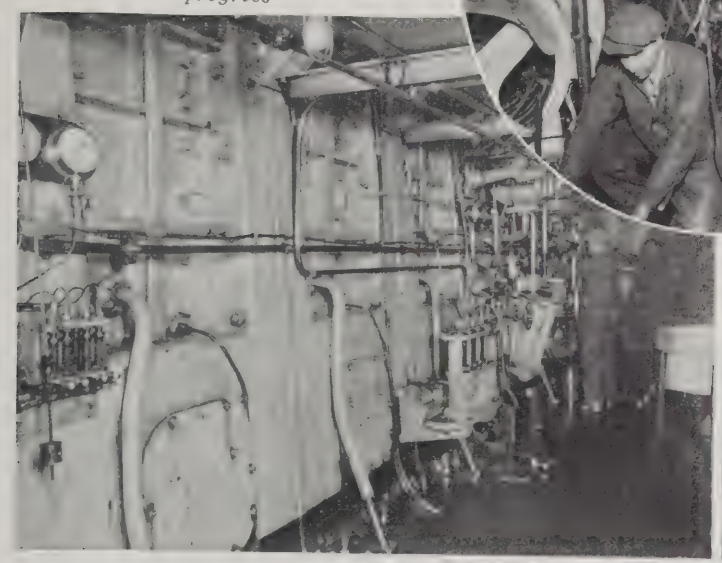
An interesting example showing the fallacy of assuming that higher first cost handicaps the motorship in competition with steamships is the case of two ships chartered by a well known ship operator of New York in November, 1922. He chartered a Norwegian steamer and a Swedish motorship of the same tonnage to operate on the same trade route, this being Gulf of Mexico to Bremen, to Cardiff, to New York. The relative costs of the two ships is indicated by their charter rates, the steamer being chartered for $1.00 per dead weight ton per month and the motorship for $1.45 per dead weight ton per month. A round trip required 67 days, of which 37 days were spent at sea and for this round trip the fuel bill of the steamer was $16,800, while for the motorship it was $3,200, a difference of $13,600 in favor of the motor ship for just one trip. It is interesting to note that both ships took on fuel in the Gulf but the steamer had to buy more fuel in Europe, while the motor ship actually sold some of her fuel in Cardiff, for $12 per ton! As a result of this venture the charterer earned just enough to break even with the steamer, $1.00 per d.w. ton per month, but with the motorship he earned $2.10 per d.w. ton per month. The figures quoted in the foregoing are the result of an exact calculation of the two trips, made up after their expiration and the names of the two vessels and the charter parties are available for verification by anyone interested.

Some Typical Views Showing Diesel Work in Progress in the Morse Diesel Engineering Department—Repair Section

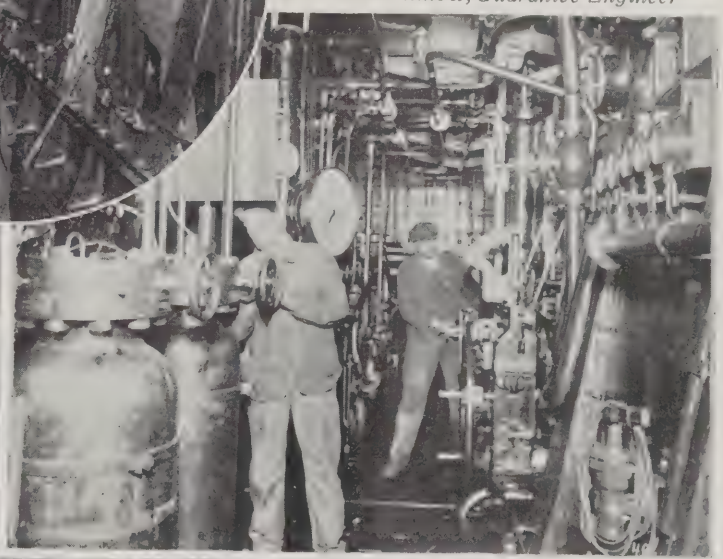
Engine room of M. S. Fritzoe, showing general overhaul in progress



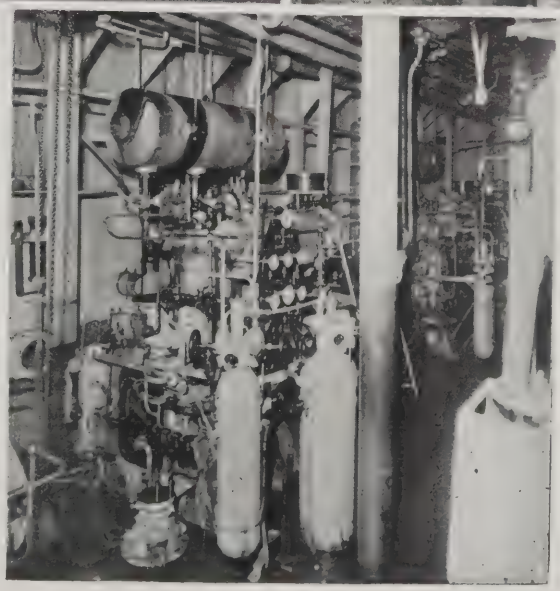
Operating Station, engine room of M. S. Titania. O. Arnesen, Chief Engineer. Mr. Rhinow, Guaraniee Engineer



Adjusting fuel pumps on M. S. "Songdal."



Operating station in engine room of M. S. "Tiradentes." High pressure air valves being assembled



(to the right)
Engine room of M. S. "Titania" showing repairs in progress on Diesel generating set.

(circle insert)
Assembling Diesel engine on M. S. "Fritzoe."

SMOKE

Its Real Relation to Efficient Combustion

THE Captain of the boat looks back at the funnel and sees a column of smoke emerging from it. His operating manager has been after him about his fuel oil consumption and he has an idea that the smoke coming out of the stack indicates oil going to waste. Oil is going to waste when *too much* smoke goes out of the top of the stack. With this in mind, the Captain telephones down to the Chief Engineer and says:

"Chief, your stack is smoking. Can't you cut it out?"

"Certainly," replies the Chief.

He turns to the speaking tube and calls the Assistant on watch, saying:

"The Captain is kicking about the smoke; give her some air and get rid of it."

The Assistant receiving the message turns to the fireman on watch and says:

"Billy, open her up, give her more air; she is smoking."

The firemen, frequently untrained men who do not understand English very well and nothing whatever about correct oil burning, carry out the instructions fully and open their air inlets wide.

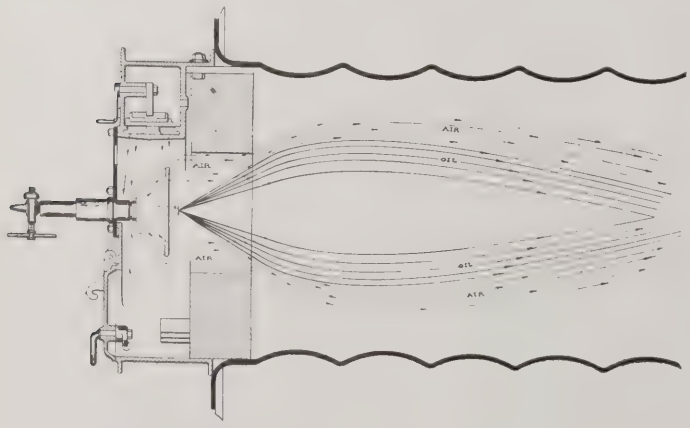
If under the above conditions natural air is being used then the damage to the fires is not so great, but as about 75% of the oil burning jobs are forced draft, the opening of the air inlets does tremendous damage, causing a vast amount of excess air to pass up the stack unused.

Under the above conditions the smoke is eliminated but in all such cases the cure is worse than the disease, and a large excess of air is introduced into the fire box, while the stack remains smokeless. This excess of air is frequently increased to such a point that boiler efficiency is greatly lowered. A loss of fuel in direct proportion results.

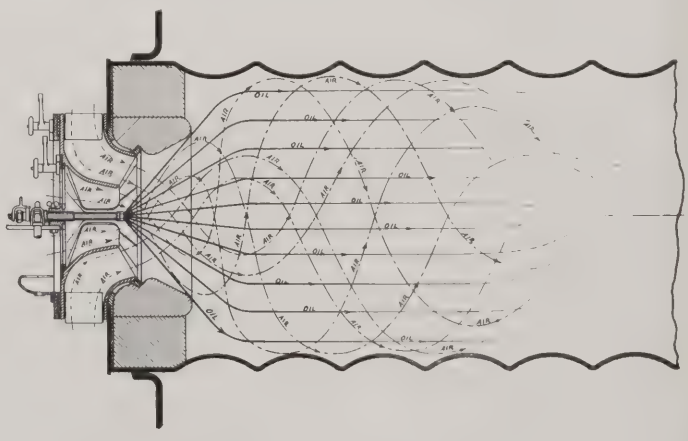
Fuel oil burning has received great impetus during the last few years. Technical and precise operating knowledge has (as in many cases of a new highly specialized art) not been disseminated as broadly to the public as might have been. As a consequence, many owners have been disappointed over the results (or lack of them) which have been obtained on their oil burning ships.

In the hope of shedding some light on this important but not fully understood indication of performance, namely, the smoke from the stack, the following illustrations are produced and discussed with relation to the combustion conditions and economy of fuel burning which are taking place in the boiler furnaces.

The two sketches which follow indicate the action of both oil and air in the two distinct types of oil burning apparatus. The Morse System is the first one to utilize the necessary mechanical methods to insure a wide angle of finely atomized oil at constant pressure. This cone of finely atomized oil is cut through at right angles and by streams of air. In consequence, a solid mass of flame is produced in the front end of the fire box, thus utilizing the full heating surface of the furnace. The products of combustion travel to the rear end of the furnace into the combustion chamber and then up the stack, producing a proper amount of smoke with the highest practical CO_2 reading, and utilizing the maximum amount of heat value of the fuel.



This diagram illustrates the principle of air admixture employed up to present time in Mechanical Oil Burning Systems The incoming air is only in contact with the outside surface of hollow oil cone, causing combustion to take place at the points of contact Inside of cone being unburnt.



This diagram illustrates the principle of air admixture as employed by the Morse Mechanical System. The incoming air cuts through oil cone, smashing up the already atomized oil, permitting air to reach inner side of oil cone, surrounding each atom causing immediate combustion of all atoms both inside and outside of oil cone.

Illustration No. 1. As will be seen the above cut represents an absolutely smokeless stack. This condition may mean anything from 10% to twenty excess air, depending upon the amount being admitted by the fireman below. The fireman may know the right figure at which to carry, but is being prodded "to get out the smoke" by some one higher up. Again, it may be that with the particular system in operation the fireman cannot regulate the supply of air with accuracy; the means either a clear stack or excessive smoke. The most sure and practical means of determining when the proper division line between too much and too little air is by the use of a gas analysis apparatus for the determination of the percentage of CO_2 present in the gases leaving by way of the stack. A clear stack as shown in the above illustration indicates in all probability a very low percentage of CO_2 and a high percentage of oxygen. Very simple portable gas analysis sets have been perfected and these can be operated without any special degree of care or skill in operation. When the engineer on watch has established the right amount of smoke to carry from the stack by means of the gas analysis machine it is very easy for the crew to continue running this way. Soon it will be necessary to use the machine only as a check on operations. A Hays

Illustration No. 2. Represents an ideal condition from the standpoint of utilization of a maximum of the heat units contained in the oil burned. This smoke (generated by using an incorrect set No. 2 on Ringelmann's Chart), as really no more than a haze which is quickly dissipated when the vessel is in motion and not objectionable on a gravimetric test. When this haze is emerging from the top of the stack utmost care must be taken that all men in operation in the boiler room are given the same percentage of smoke, because it can readily be understood that all lines cannot be smokeless and that permissible zone producing all the smoke should be.

When this ideal smoke condition is obtained, in all probability the highest CO_2 is at the same time reached. Therefore, it is the fireman's first duty to obtain the smoke as above described and then check with his gas analyser machine. It will be found that the lowest amount of excess air is being put into the furnace and that the highest percentage of the BTU in the oil is being used for the production of steam.

Gas Analysis Apparatus is furnished with every installation with the Morse Fuel Oil Burning System and the necessary members of the operating personnel fully instructed in its use.

Illustration No. 3. Represents a condition which is objectionable from two standpoints. First, the annoyance from soot and smoke to passengers both on passenger and freight vessels. Further it indicates either that an inadequate amount of air has been supplied or that a portion of unconsumed hydrocarbon is being carried up the stack due to incorrect mixture of the air with the oil. This is fundamentally due to lack of careful regulation, but also it may be that the operator has no further control of the air and oil than the particular system used. It is only in the Morse Apparatus that the oil and air may be easily and minutely controlled and related to each other. In this system both the air entering around the periphery of the oil cone and that entering toward the apex of the oil cone are controlled individually and minutely. Up to this time engineers have not appreciated the extreme importance of this control of the air, both the tip control portion of the oil cone as well as the outside spray area.

Illustration No. 4. Pictures a smoke condition for which there can be no excuse. This could be the result of gross carelessness of operation but it is most likely due to defective design of the oil burning system. In a number of the systems now in use the oil is fed under pressure into the fire box in the form of a hollow cone. The air is introduced around the outside of this cone and travels more or less parallel with the oil spray. As a result, only surface combustion takes place on the outside of the oil cone and it is frequently necessary to set up an inch or more brick obstruction in the rear of the furnace, both to protect the asphalt bricks and also to break up the oil stream and permit of its intimately mixed with air for combustion to take place. This is merely trying to remedy the effect and does not correct the cause.

A MORSE

Reading from left to right, Upper row—The "Modica," turbo-electric drive, of Christiania, with rudder and propeller removed, awaiting installation of new stern frame; the "Reliance" of the United American Lines, Inc., upon her return from her South American cruise; the "Western World" of the U. S. Shipping Board, in dock for installation of high suction system.

A FEW O
RECENTL

S K Y L I N E

E SHIPS
OCKED

Lower Row—The "Bandoeng," of Rotterdam, for docking and painting; the "Pan-America" of the U. S. Shipping Board, in dock for installation of high suction system and repairs to bow plates; the "Steel-Ore," of the Ore S. S. Corporation, for removal of dent in her bow and bottom damage.

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL

Vol. 6 — A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the Interests of the Company. — No. 4

Frank Ely, Editor

A Nose for News

A ship is only as interesting as the job on her—and the work sheets don't tell the whole story. Any inspector, or any workman on her knows that.

Some would have it that a ship is only as interesting as the Captain and chief and crew on her. And there's something to that, too.

If you could put into print all the interesting and unusual things that you see and hear aboard the ships that come into port, you could fill a book that would stand a good chance of being welcomed as a best seller.

If all of the interesting things that are seen by the hundreds of men employed by the Morse Company each day were sent in to the Editor of the *Dial* and printed, it is safe to say that this publication would gain the reputation of being the most interesting ship news magazine in the country.

Most men working on the ships and in the yard each day see something which is interesting to someone else who has not seen it. The average man balks at writing anything down on paper for fear that after all, the item was interesting only to him and might not be to others.

Here is a pretty safe way of knowing whether you come across a piece of news or not:

At the noon hour, or as you go home with a fellow workman, you will find yourself telling him something of interest that happened during the day. Or, when you get home at night there are certain things that you tell your wife in the way of happenings at the plant during the day.

Now the point is this; if that happening was interesting enough for you to tell to a fellow workman or to your wife at home, it means that it is bound to interest a hundred other people,—maybe more.

Wouldn't it be an easy thing to just jot down a little note of that sort of happening and send it in to the Editor of the *Dial*? It does not have to be done in fine writing. Just tell it on paper in your own way as you would tell it in conversation to someone else. That is all having a "nose for news" means.

John Wanamaker, who wrote a daily editorial in his department store's advertisements, jotted down most of them while he was about his daily business. Anything that would occur to him as of interest to his people, any observation he made that was unusual or out of the ordinary, he would write it down. He didn't carry a note book with him either, but at the end of the day, going back to his office, he would pull out of his pockets papers of all descriptions on which he had taken notes, most of them on the back of envelopes,—any scrap of paper he had handy.

Don't let these interesting items that you are seeing every day, go to waste. Give the other fellows in the plant a chance to hear about them too. The only way you can do that is to send it in through the *Dial*. It is an easy thing for each one of you to do, but your contribution, with a hundred others, will make the *Dial* a much more interesting publication to every reader.

If the man in charge of the *Dial* could every day visit everyone of the hundreds of men in the plant and talk to him for five minutes, perhaps this information would be available without any effort on your part. However, this is a physical impossibility, so in the meantime jot down your best thoughts on anything you see in the shops or aboard ship or in the yard that is interesting and sent it in. If you do not

want to write it, call up the *Dial* and someone will come down to see you and write the story for you.

Yourself—Your Own Best Bet

It is easy to imitate. Watch a child as he copies the outward mannerisms, the walk and talk of people whom he admires—his older brother, his playmates. And after some years many of the ways he borrowed become a part of himself.

There comes a time, however, when a man goes out and gets himself a job. He hasn't any more time to imitate someone else. He must use his own wits.

He's got to be himself—that's all he has to work with and he has to do the best he can with what he has. It is only from that point on that he begins to develop his own individuality, and if he does it sincerely and devotedly, his chances are a hundred to one in favor of moving up. Or, as the poet puts it:

"If you can't be a pine on top of the hill,
Be a scrub in the valley—but be
The best little scrub by the side of the rill;
Be a bush if you can't be a tree.

If you can't be a bush, be a bit of the grass,
And some highway happier make.
If you can't be a 'huskie,' then just be a bass,
But the liveliest bass in the lake.

If you can't be a highway, then just be a trail.
If you can't be the sun, be a star;
It isn't by size that you win or you fail.
Be the best, whatever you are."

ASSOCIATION MEETING

Wednesday Evening, April 25
8:15 o'clock
Installation of Newly Elected Officers
Vaudeville—Boxing

Accommodations are being made for the largest attendance this year.

Well Known Men in the Morse Company

CHARLES HALLOCK—*Yard Superintendent*

Charles Hallock, Yard Superintendent, energetic, capable, versatile, has been with the Morse Dry Dock & Repair Company for a period of twenty-five years. During that time he has risen from machinist's apprentice to Yard Superintendent of America's largest and most efficient ship repair plant.

Mr. Hallock's first job was with the Ross Iron Works, 26th Street, Brooklyn, as an apprentice to the machinist's trade. It was just one year after this that he joined the Morse Company. This was in 1898, during the Spanish-American War, when our plant was located at 26th Street, and he continued here as machine shop apprentice. When the Morse Company moved to its present yard at the foot of 56th Street, Mr. Hallock moved with it and went into the Hull Department in order to get a broader experience, remaining there until the dry docks were built, in 1901.

For six years following this he was associated with his father, who was dock master of the Company over a period of approximately twenty years. Following his experience in docking vessels of every description, he was appointed inspector. Later he asked to be assigned to the drafting room, so that he could familiarize himself with still another branch of the business. This fortified him with a broad experience and an understanding of the workings of the entire plant and it was only natural that he should be appointed an inspector. His duties at this time were in respect to repairs to ships (of which the Morse Company has always had a great volume) outside the yards.

At the beginning of the World War, he was made an inspector of vessels inside the yards and shortly after this was appointed Assistant Superintendent, in which capacity he remained until the close of hostilities. He was appointed Yard Superintendent in August 1922.

During all this time, busy though he was, he found time to study at night and during other leisure hours. From the time he was a lad, electricity had always stirred his imagination, so that at the earliest opportunity he set about to systematically study electrical engineering in all of its phases. With the discovery of the wireless, he became immediately interested and installed one of the largest amateur wireless stations in New York, this equipment including the longest aerial in New York City, 600 feet in length and so powerful that Government officials requested him to "cut it down" in accordance with the regulations of the Berne Convention, which was the first organized effort to regulate wireless, internationally. This was in the days of "C. Q. D.", before the war. With his wireless apparatus he was able to listen in on the distress signals during the Cleveland flood and the *Titanic* disaster.

Still another phase of his active life which makes him stand out prominently, is his thorough knowledge of the gasoline engine. Earlier in his career with the Morse Company, one of the departments of the plant specialized in repairs to gasoline vessels and this fell under Mr. Hallock's supervision. Few people today know as expertly as he does, the gasoline engine for marine use. He has cruised in motor launches practically every navigable waterway, from Canada to Florida.

Active minded, alert, absolutely reliable, there stands out through his career the fact that there was a definite purpose to understand from the ground up the business in which he is engaged, and still find time to develop his mind in a purposeful way along lines outside of his immediate job.

SHIPYARD OVERHEAD

The Upper and Lower Mills

Twenty-three lawyers are taking an active part in the litigation over the Gould estate.

We are reminded of the ancient poem about the upper mill and the lower mill that once fell out. It begins:

"An upper mill and a lower mill
Fell out about their water.
To law they went, on fighting bent,
Resolved to show no quarter."

And the sequel—

"One lawyer took the upper mill,
The lower mill the other."

Sunday News.

Employees Association Directory

Officers

President, HUGH McQUILLEN Inside Machinists Department — Vice-Pres., HUGH CALLAHAN Dock Hands Department — Secretary, EDWARD HANNAVIN Brass Storeroom — Treasurer, MORTIMER W. MEAD Office

Relief Committee: THOMAS CALLAHAN, Dock Hands; CHARLES WINKLER, Pipe Shop; THOMAS WHITELAW, Hull Dept.

New Association Officers Elected

THE most spirited campaign for election of officers of the Employees' Association since 1919, resulted in the election of Louis T. Fisher, President; Eugene Callahan, Vice-President; James M. Doremus, Secretary; and Edward J. Hannavin, Treasurer. Fisher was elected by the overwhelming majority of 314 votes. His full quota was 611, as against Hugh McQuillen, his nearest competitor, who totaled 297. MacFarlane, Winkler and Hintze trailed with 44, 17 and 13 respectively.

"Hughie" Callahan was elected Vice-President by a vote of 536, against his only competitor, Henry Rochelle, who polled 378.

James Doremus for Secretary and Edward Hannavin for Treasurer, were elected unanimously with a vote of 1007 each.

Mortimer W. Mead, Treasurer for six years, graciously declined renomination, due to his new duties at the employment office. Among the men nominated who declined in favor of other candidates to run for office were Frank Brennan of the storeroom and James Welden of the 23rd Street Branch, both of whom declined so that Mr. Doremus might be unanimously elected for the position of Secretary. Thomas J. Plunkett, who was nominated for Treasurer, declined in favor of Hannavin. Joseph McGuirk, nominated for President, asked to be excused from running again.

From the time of the nomination meeting on March 28, up to the time of election a week later, the noonday meetings gave the various candidates an opportunity to present their platforms. Joseph McGuirk, who served in the capacity of president for two years, conducted the daily meetings with pep and precision. The music of the band each day gave the atmosphere of a real political campaign.

The shops, yards, bulletin boards and buildings during the whole week were placarded with the slogans of the respective candidates. Fisher was billed as "Smiling Lew—A Man Among Men And For The Men". "Vote for the Two Hughes, McQuillen and Callahan, — They Made Good",

LOUIS T. FISHER
New Association President

was conspicuous everywhere. MacFarlane ran on a wet ticket. Winkler and Hintze promised, if elected, to improve the work of the Association and stand by the men. Doremus and Hannavin ran without competition, being the only nominees for the offices.

Hughie McQuillen, the popular president during the last year, fell unexpectedly behind in the final vote. The general feeling at the time of the nomination was that McQuillen would go through again for another year as president, based on his fine record of the previous year, but this was one of those elections where all precedent and prophecies were shattered.

There were five ballot boxes open from 6 A. M. Wednesday, April 4, until 5 P. M. of the same day. Each box was manned by two members of the Association. The whole election was conducted on a thorough, workmanlike basis. The campaigning, while spirited, was conspicuously free from personal animosity. In brief, it was carried on in a sportsmanlike manner and good fellowship and friendly rivalry prevailed.

The big majority that went to the new president is suggestive of the general support that he will receive during his occupancy of the position. The vote shows that the men as a whole are with him and expect through his leadership a new era for the Association. Probably the Association was aroused to a higher pitch this year than ever before, and is significant of its desire to see some active effort on the part of the organization as a whole. With the change of administration, it is to be expected that a program more interesting than the year before will be put into effect. This is no criticism of the outgoing officers, but simply in line with a newer, more progressive spirit that permeates the entire yard. Everybody looks for a great year for the Association and should give the newly elected officers every bit of active support possible.

The new officers apparently see the value of organized effort. It was exhibited in the campaign and it is to be hoped that it will continue to operate through all the efforts of the Association. If the men in the various shops will now choose representative men for directors and conference board members, they will do much to accomplish the aims the Association is striving to reach.

James M. Doremus, Secretary

Eugene Callahan, Vice-President

Edward J. Hannavin, Treasurer

Ten Commandments for Foreman and Job Foreman

1. Be an optimist. Confidence is infectious.
2. Make few promises. Keep every promise made.
3. Every question has two sides. Always hear both.
4. Study your men. Put each where he can do his best work.
5. Never show discouragement. A stout heart will never say die.
6. Don't hold spite. Correct when necessary, but forgive afterward.
7. Notice good work as well as bad. Give both credit and blame justly.
8. Be fair. A foreman often has to act judge, and therefore must be just.
9. Control yourself. Anger is too valuable to use except on special occasions.
10. Take your full share of the blame. Sharing both blame and praise with workers is a big part of the secret of managing men.

Industrial Diesel Installation

A recent acquisition to the mechanical staff of the Diesel Engineering Department is Mr. H. L. G. Smith. Mr. Smith has had a very wide experience in the erection, maintenance and operation of Diesel engines, both stationary and marine, including the erection and the test of the largest four cycle marine Diesel engine built in the United States. Before his employment by the Morse Company he had general charge of Diesel engine erection work and service and field engineering in the Kansas City district for the Worthington Pump & Machinery Corporation.

As an indication of the wide scope of the activities of our Diesel Engineering Department it is of interest to note that the Morse Company recently closed a contract with Burmeister & Wain of Copenhagen, Denmark, through their United States representative, Mr. H. C. Hallings, for the installation of a 300 H.P. Diesel engine with electric generator and all auxiliaries in the meat packing plant of Adolph Gobel, Inc., corner of Flushing and Morgan Aves., Brooklyn, New York.

This engine is of the standard Burmeister & Wain 4 cycle design and will drive a generator to produce current for the operation of motors throughout the plant. It will be housed in a handsome fireproof, steel and brick power house. The glass front and white tile floor of the engine room will give an impression of light and cleanliness in keeping with the rest of this model packing plant. All of the accessories and auxiliaries are of the quality for which the engine builders have a world wide reputation. All of the principal machinery items will be delivered from the builders' plant in Copenhagen and the complete installation will be made by the Morse Company.

James Collins, Plant Engineer
With the Morse Company Over 20 Years

James Collins, chief engineer of this plant, died of pneumonia on March 28th. A large number of the employees of the Morse Company attended the funeral in company with Mr. Morse. Mr. Morse, in speaking of Mr. Collins, said:

"James Collins entered the employ of the Morse Company about the time we were moving from our old plant at 26th Street to its present location, foot of 56th Street, Brooklyn, about twenty-three years ago. During the building of the present plant and its continued expansion to provide increased facilities, Mr. Collins supervised the installation, first, of the steam power plant, and when, later, the yard was electrified, these changes also came under his direction. During the war, when the yard facilities were greatly increased and larger power plants installed, including a heavier electric air compressor plant, the installations were turned over to Collins, so that these plants to-day bear witness to his mechanical ability and ingenuity. 'Jimmy' was not a clock watcher; he was on the job night and day, when necessary, and always thought in terms of the Company's interest. We have given up one of our most loyal and trustworthy men and feel his loss."

Seven Largest Liners

How the seven largest passenger liners afloat compare in size is shown in the following summary. All but the Leviathan are under British registry.

Leviathan—59,956.65 tons; length, 907.6 feet; beam, 100.3 feet; depth, 58.2 feet.

Majestic—56,000 gross tons; length 912 feet, beam 100 feet; depth, 57.1 feet.

Berengaria—52,022 tons; length, 882.9 feet; beam, 98.3 feet; depth, 57.1 feet.

Olympic—46,359 tons; length, 852.5 feet, beam 92.5 feet; depth, 59.5 feet.

Aquitania—45,647 tons; length, 868.7 feet, beam 97 feet; depth, 49.7 feet.

Mauretania—30,704 tons; length, 762.2 feet; beam, 88 feet, depth, 57.1 feet.

Adriatic—24,541 tons; length, 709.2 feet, beam, 75.5 feet; depth, 52.6 feet.

"Look here, Mose," said the white foreman of a gang of colored laborers, "every time I come around you're loafing. How does it happen I never find you at work?"

"Ah'll tell you how come, boss. It's 'cause dem rubber heels of yourn don't make no noise a-tall."—*The Nail Head.*

Day By Day

By E. E. Donnelly

MR. DAY, MANAGER OF THE PAY-ROLL DEPT. PUTTING IN A HARD DAY WITH ONE OF THE ADDRESSING MACHINES
SPORTING PAGE
CHAS. MUENCH, HULL DEPT. SNAPPER SPENDING HIS LUNCH HOUR READING.
GEO. WALTERS – HAND RIVETER WASHING UP HIS SOCKS ON HIS DAY OFF LAST WEEK.
"GOOD-BYE BOYS –"
EDDIE McGIBNEY
NEW YORK TO CALIFORNIA
"GO INTO THE STATEROOM DEAR, AND LOOK IN THE THIRD RIGHT HAND DRAWER FROM THE TOP, LEFT HAND REAR CORNER, UNDER THE PACKAGE WRAPPED IN BLUE PAPER AND GET MY POWDER PUFF!!"
"AYE, AYE, SIR!"
MRS. A.V. MILLER
MR. A.V. MILLER
GOOD SHIP MATRIMONY
PADDY OF THE DOCK-HANDS HAVING A SWELL TIME AT HOME WITH THE MUMPS.
CASTOR OIL
EPSOM SALTS
MAGNESIA
EXLAX
"UNDER NEW ORDERS"
DESERTING THE "S.S. BACHELOR", TO TAKE ACTIVE COMMAND OF THE GOOD SHIP "MATRIMONY."
OVER HEARD IN THE YARD
"IS THAT WHAT YOU CALL A HEAD TEST-??
"IT IS HEAVY ENOUGH!!
INSPECTOR
FUEL SETTLING TANK
JUST IN FROM THE 3 MILE LIMIT
"O-BOY, THE FISHING IS GOOD THIS MORNING
OSGOOD
PIER 1
ONE MORNING LAST WEEK ABOUT 8 A.M.
DING DONG
DING DONG
CHEF
RUSSIAN
POLE
ITALIAN
SCANDINAVIAN
MEN FROM THE SHIPS
THE LANGUAGE UNDERSTOOD BY ALL
ED. DONNELLY.

Auditor A. V. Miller Marries Brooklyn Girl

Mr. A. V. Miller, Auditor of the Morse Company, was married to Miss Hermine Abbe in the parish house of the Union Presbyterian Church of Bay Ridge on March 29th, the same day being the fiftieth anniversary of his mother's wedding day.

The parish house was crowded with his many friends, who witnessed the double ring ceremony. Mr. Morse and other officials of the Company were present. Mr. R. R. Piper and Mr. L. F. Lundmark were the ushers for the occasion.

Following the wedding, Mr. and Mrs. Miller booked passage on the *S. S. Ponce* for the voyage to Porto Rico, where they are spending their honeymoon.

The high esteem in which Mr. Miller is held by everyone in the Company was shown by the handsome gift that was presented to him, representing the voluntary contributions of the employees of the plant, with whom he has always had the most cordial relations.

The Office Cat Says—

Mr. Wilson, a clerk in the cost department, is a coming executive. How do we know? He smokes cigars.

New Men in the Office

H. F. Dixon,—new stenographer in the New York Office.

J. G. Kohl,—new stenographer in the Main Office.

E. Stieg,—clerk in the Cost Department.

G. H. Fort,—clerk in the Cost Department.

Edward Farrell,—new office boy.

Harry Hanson of the Payroll Department has received a deed from the U. S. Government for 213 acres of land in Northwestern Colorado, having filed a claim on this land three years ago as a Government homestead. He now has a clear title.

Jack Gannon, after a tough battle, has again attained premier honors in the checker tournament in the Cost Department.

Fixed Up

Harry: Who was that new girl I saw you with last night?

Jack: That wasn't a new girl, that was my old girl painted over.

—*Mountain States Monitor.*

OFFICIAL TALLY SHEET

Of The Annual Election of Officers of The Employee's Association

April 4, 1923

	BOX 1 Outside Mach. Electricians Riggers	BOX 2 Hull Dept. Dock Hands Black-smiths	BOX 3 Inside Mach. Pipefitters Copperm'ths Pipe Cov'ers Sht. Met. Wkrs.	BOX 4 Office Storeroom Carpenters Pattern Mkrs. Chauffeurs etc.	BOX 5 23rd St. Br. Outside Jobs	Total
FOR PRESIDENT:						
McQuillen	46	75	108	26	42	297
MacFarlane	2	26	6	9	1	44
Winkler	0	0	12	4	1	17
Hintze	0	8	2	1	2	13
Fisher	156	108	97	176	74	611
VICE-PRESIDENT						
Callahan	115	138	146	59	78	536
Rochelle	75	56	68	146	33	378
FOR SECRETARY:						
Doremus	205	217	233	216	136	1007
FOR TREASURER:						
Hannavin	205	217	233	216	136	1007

A LITTLE BIRD TOLD ME

B. M. Cantwell sends the following contribution from James J. Montague in the *Tribune*:

Claim not allowed

We can't see why jazz musicians should be paid $15 a day. Riveters, who get only $10, make almost as much noise and do something useful besides.

McEwen, while inspecting settling tanks recently, was asked if he felt anything.—He replied, "Yes, I felt Ore."

Warren Forsyth will certainly look like Rudolph Valentino if he keeps on going to the beauty parlors.

Every time we get a big job in the yard, Van Gelderen is always after the Boss for blue prints so that he can remove the litter, so you see there is a little bit of engineering in Van, too.

Minetta, the other day, in asking for a piece of carbon paper called it a "two copy paper.."

Barney Google and his Spark Plug have been entered for the Gold Cup race to be held on the Great Lakes with the other hydroplanes.

Jim McCarthy, the New York Shop burner and welder, enjoys riding home on the subway at night.

Big Mike, the Russian in the machine shop, had a poor pay last week,—he only got three "all-nights."

Little Jimmy, the helper in the machine shop, denies he took a week off to play the organ on the street.

In order to furnish nourishment for their overworked constitutions, the "Three Musketeers" of the Fuel Oil Department find it necessary to visit the "Magnet" after each day's strenuous labor.

Jimmy Hennessy returned to Hull Department after severe illness.

Roy McEwen, campaign manager, and Walter MacDonald, publicity artist, put plenty of jazz in the Fisher campaign.

Some Dog!

The lighter Panuco while at work on the *S. S. Montana* got a line in her propeller, crippling her. Mr. McDougall, inspector, called up Captain Kirby who sent an automobile to his home to bring his dog to the Yard. The Captain explained to the dog exactly what the trouble was, after which the dog dove overboard, swam under the *Panuco* and chewed the line through in a very few minutes. This saved drydocking the *Panuco*. Unfortunately, the dog broke two of his teeth but a dentist soon fixed him up with two gold teeth.

Commodore Etheridge has made application to have Captain Kirby's "Pomeranian" classed with Lloyds.

The Candlestick Brothers, LaComb and McEwen; they go out together.

Walsh is going to Alaska this summer to engage in the Ice and Straw Hat Business.

John Graham, Fuel Oil Department apprentice, has already started to write his next book, "Adventures of my recent extended journey aboard the ocean liner *E. P. Morse*. Copies of this publication may be obtained at any time in the F. O. Dept. office, free of charge.

The latest addition to the F. O. Dept. is a handsome "Kiddie Car." Christian Brown is the capable chauffeur. Anyone wishing to hire this omnibus may inquire at the office.

Voyage by Rail to Porto Rico

"I see Mr. A. V. Miller *sailed* for Porto Rico on the S. S. 'Ponce'."

"Sailed? You mean he went most of the way by *rail*."

New Men in the Plant

A. Jorgenson,—carpenter's foreman, 23rd St. Branch.

C. Brightsen,—asst. foreman, inside machine shop.

R. Halvorsen,—timekeeper.

Victor D. Forbes, of Belfast, Ireland, —new checker.

D. Hounslee,—shop clerk.

Tune of "The Band Played On"

"Big Lew" went in with that wonderful grin
And the Band played on.
He beat them quite bad,
And believe me they're mad,
But the Band played on.
Lew never knocked or even got peeved
But believe me the others were just a bit grieved
Because "Big Lew" went in
With that wonderful grin,
And the Band played on.

—*L. W. MacDonald, Rivets.*

Captain Carl Jacobsen, captain of launch *Say When* father of twins, boy and girl; this is the second pair for Carl.

Captain Charles Nelson, lighter *Panuco*—one 12 pound boy.

Captain Barney Google—no arrivals.

Deep thought: — The Honorables George Madison and Mack of Lloyds on bottom damage .

It was blowing very cold on the *Wabasha* when the men were removing the bottom half of the tail shaft. The fitters were coming with the studs for the retaining ring. In order to keep their minds off the weather one nag in the crowd kept them busy telling funny stories while on the scaffolding between six and seven in the morning.

He told how he had worked over in Jersey during the summer on boiler repairs, and the mosquitos got so thick that they stuck their bills in the riveting holes and were accidentaly used as rivets and riveted up in the holes.

"I say that an impression is a hole in a certain place," said Mulligan.

"Your answer is as clear as mud," replied the teacher; to which Mulligan immediately retorted:

"Well, it covers the ground anyway."

Crane:—"Where is that pin that was on the floor yesterday?"

Pete Grant:—"It was pointed one way and headed another."

Poor Business

"Are you the photographer, Mister?"

"Yes, Ma'am."

"And do you take children's pictures?"

"Yes, Ma'am."

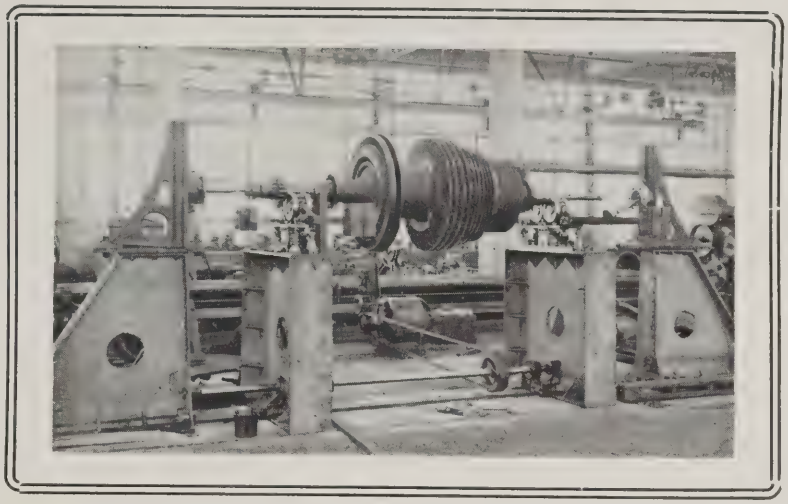
"How much do you charge?"

"Seven dollars a dozen."

"Well, I'll have to see you again. I've only got eleven children."—*Burr.*

One of the Many Unusual Machines in the Morse Plant

The Akimoff Balancing Equipment for Turbines



Shown in our Machine Shop which covers 35,000 square feet

IN the Morse machine shops is the only Ackimoff Balancing machine for public use in the Port of New York. This delicate equipment was installed at enormous cost. By using it, a tremendous amount of time and expense is saved the ship owner, in statically and dynamically balancing his turbine rotors, propellers, etc. Its installation at great expense is only another instance of the progressive service that the Morse Company offers in the way of ship maintenance. Prior to this installation it was necessary to send all balancing jobs on ships that came into the yards back to the makers. This involved a loss of time and considerable expense.

Vibration is the cause of fracture by fatiguing the metal that goes into making up the parts of a machine, and this equipment eliminates vibration. Ordinary machines will balance either dynamically or statically, but not both.

With each piece of machinery balanced goes an official certificate to the owner of the vibratory records before and after balancing.

Morse Dry Dock & Repair Co.
Brooklyn, N. Y.

Turbine Rotor Balancing Report

Account WESTINGHOUSE Job No 488 Item No 4
Make of Turbine WESTINGHOUSE No -
Ship "S.S. SUDBURY" Location H.P.
Arrived in Shop MAY 24.22. 4.P.M. Balance Completed MAY. 25.22. 3.P.M.
Weight 3825# H P Distance between Rollers 30·96"
Indicator Reading before Balancing: Forward End 70 After End 150
Nature of Unbalance:
Static 10·2 in ozs.
Dynamic Couple 1350 in²² ozs.
Static - Dynamic Angle 35·75°
Distance between corrector weight planes 50 3/4"
Projected Angles between corrector weight Azimuths 43°
Inch - ounces correction of planes at Balance Holes 107
For'd End 30 After End 77
Weights added, and method of application
For'd End 3·69 Oz After End 7·8 Oz.
3 PLUGS 3 PLUGS

Indicator Reading on test after Balancing: For'd 3 After
Balanced by T.C. RATHBONE Approved By Jak Kelley.
Remarks

Inspected Witnessed { By

Morse Dry Dock & Repair Co.
Brooklyn, N. Y.

Turbine Rotor Balancing Report

Account WESTINGHOUSE Job No 488 Item No 3
Make of Turbine WESTINGHOUSE No -
Ship S.S. "IPSWICH" Location H.P.
Arrived in Shop MAY-23-22 Noon Balance Completed MAY-24-22 4.AM.
Weight 3964# H P Distance between Rollers 30 3/8"
Indicator Reading before Balancing: Forward End 60 After End 70
Nature of Unbalance:
Static 5·6 in ozs.
Dynamic Couple 1050 in²² ozs.
Static - Dynamic Angle 49·75°
Distance between corrector weight planes 50 3/4"
Projected Angles between corrector weight Azimuths 67·5°
Inch - ounces correction of planes at Balance Holes 65·5
For'd End 43·2 After End 2/6
Weights added, and method of application
For'd End 5·37 Oz After End 2·25 Oz.
4 PLUGS 2 PLUGS.

Indicator Reading on test after Balancing: For'd 4 After 2
Balanced by T.C. RATHBONE Approved By Jak Kelley
Remarks

Inspected Witnessed { By

Ship Repairs and Morse Service

SO COMPLETE

are the facilities of this plant you can send your ship here at any time of day or night with full assurance that no matter what the job it will be done in record time.

THE IDEAL YARD

Our location and our equipment makes this the logical plant to send your emergency work to.

Dry Docks from 10,000 to 30,000 tons.

Rotor Balancing Machine. Heavy Forging.

Hull, Machine and Other Departments Unexcelled in Equipment.

Master Workmen
America's
Most Complete
Ship Repair Plant

Morse Dry Dock & Repair Co.

Main Plant:
Foot 56th Street
Brooklyn, N. Y.
Tel.: Sunset 5100

New York Office:
17 Battery Place
New York City
Tel.: Whitehall 1230

North River Branch:
629 West 23rd Street
New York City
Tel.: Chelsea 4555

The Prince-Wark Company of New York City

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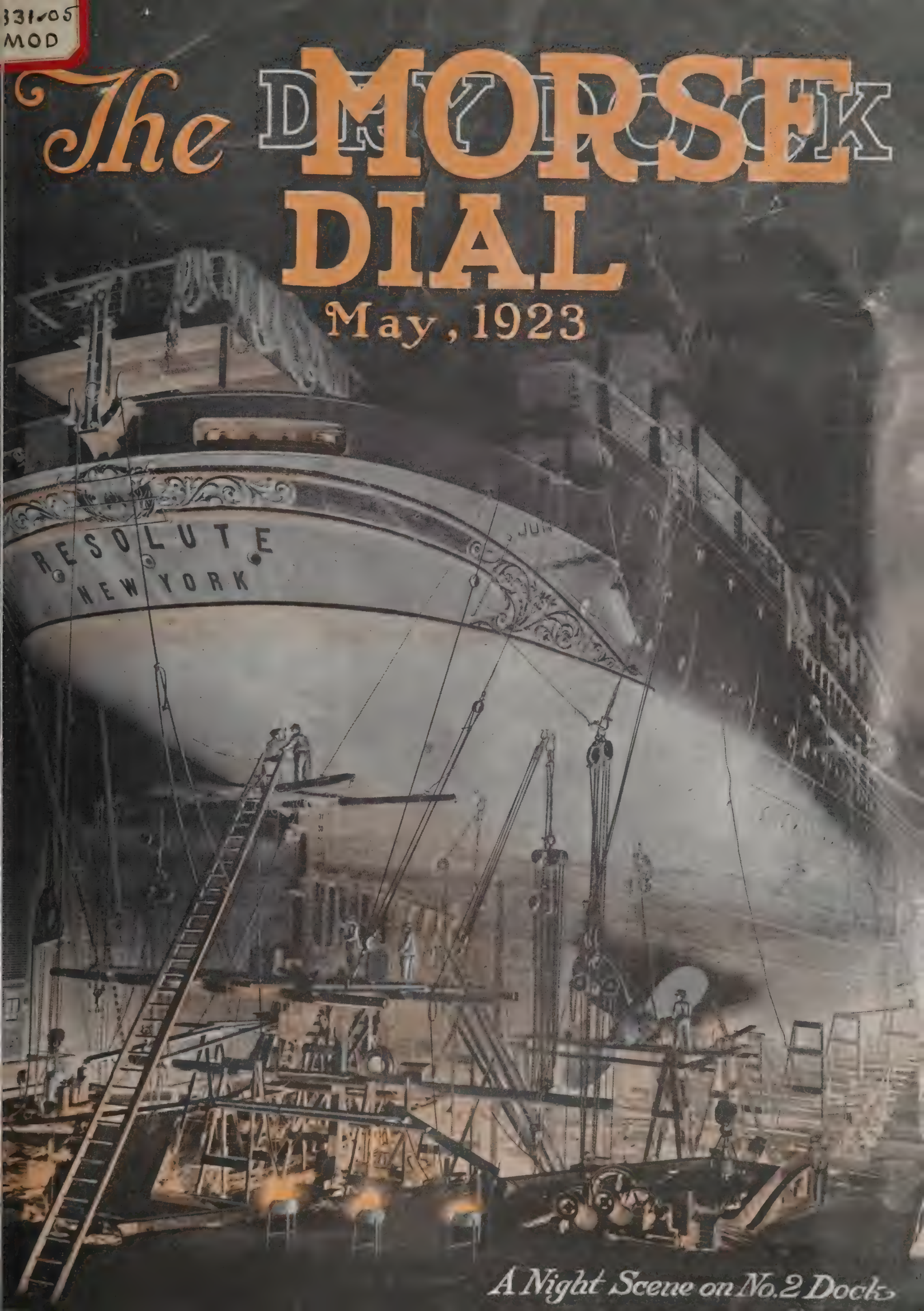
The MORSE DIAL

May, 1923



A Night Scene on No. 2 Dock

MR. W. T. WILSON,
Manager, New York Office (See Page 11)

MORSE DRY DOCK DIAL

VOL. 6 MAY, 1923 NO. 5

Your Work

By H. Addington Bruce

IT is an old truth, but one which will bear frequent reiterating, that a man's work should serve him in many ways other than in mere income-gaining.

Always it should serve to strengthen his character, develop his mind, and make him more effective in all his social relations.

And it should give him the feeling that he is creating something and making a positive contribution to the common good. That is to say, it should serve to satisfy the constructive and the race-preserving instincts inborn in all men.

But it is a matter of common knowledge that in the case of many men their work serves none of these higher ends. Sometimes the fault is in the work. More often, it is in the men themselves.

Under the influence of a lamentable upbringing and the suggestions of associates as misguided as themselves, they persistently refuse to let work serve them as it might and should.

They insist upon regarding it as a means to but one end—the obtaining of money. Still worse, they regard it as something they must undertake, not from choice, but from necessity.

Consequently they make work-evasion rather than work-devotion their ideal. They shirk at every opportunity. Never do they put either their hearts or their minds into their work. If they had their way, they would idle all the time.

Naturally, such workers do not attain in any great measure even the one end they have in view when they reluctantly consent to work. They remain in poverty or semi-poverty all their lives.

And because of their lack of interest in their work they miss work's invigorating value to their characters and their minds. Moral flabbiness is typical of them, and mental inertia also. Equally deplorable are the consequences of their self-willed frustrations of the constructive and race-preserving instincts.

This breeds in them a miserable discontent for which they cannot account. Nothing really satisfies them. Even when away from the work which they detest they cannot by any stretch of the imagination call themselves truly happy.

How many such unfortunates there are! Among your own acquaintances there must be not a few of them.

The great bane of life is not work, but its absence. In the words of Carlyle:

"Work is the grand cure for all maladies and miseries which ever beset mankind—honest work, which you intend getting done."—*From the New York Globe and Associated Newspapers.*

Builders of America's Merchant Marine

A Series of Brief Historical Sketches Tracing the Establishment and Progressive Development of America's Marine Industrial Enterprise.

MORSE DRY DOCK & REPAIR CO.—II

This article is reprinted by special permission, from the April number of "American Shipping" Magazine.

THE best criterion of the ability and good intention of a ship repair yard or for that matter any kind of business enterprise is its record of past performance and development. The Morse plant was founded in 1884 by its present head, Edward P. Morse, since which time it has grown from a one man shop to a modern plant covering forty acres, in which were employed, during the war, some 8,000 workmen, all of whom stood loyally by the management through that trying period. Just as the every-day application of the "square deal" wins unqualified loyalty, so also it wins the confidence of customers.

Service and Supervision

Success by service is and has been the business policy of the Morse establishment during its long history of steady growth under the present management. The consistent aim has been to make each job bring in a new one, either from the same shipowner or from another who has been told about it. In the case of competitive bid work, specifications are fully complied with. On time and material repairs, exact labor and material applied are charged, with normal overhead and moderate profit. Mr. Morse, active head of the firm, feels that a personal obligation and responsibility, beyond the terms of a contract, are imposed when he accepts a repair job. There is no place where the adage "an ounce of prevention is worth a pound of cure" applies with more force than in ship maintenance. When intrusted with the upkeep of a vessel on a time and material basis, the staff bends every energy toward preventing large future charges by supplementing the inspection and judgment of the ship officers and making minor current repairs before they assume large proportions.

Realizing that no work can be better or more economically performed than the quality of supervision provided, Mr. Morse has selected all supervisors with exacting care, and has thoroughly tried them out before intrusting them with the responsibility of supervising repairs to customers' ships. Many of these supervisors have come up through the ranks, some of them having had their entire training, over a long period of years, under the personal guidance of Mr. Morse. Contact with all supervisors is constant and unusually intimate. In this way, Morse policies are directly reflected in all activities. Inspectors constitute a unique branch of the supervisory organization. Each job is directed by an inspector, whose experience specially fits him for the assignment, and while his duty is to further in every way the prompt execution of work, his primary function is to see that repairs are performed in such manner as will completely satisfy the customer and at the same time maintain the reputation of the yard for work of the highest quality.

Mr. Edward P. Morse, Active Head of the Morse Dry Dock & Repair Company.

It may be said that the following important factors determine whether a repair plant can and will consistently give ship owners and operators the class of service that means maximum final economy and minimum maintenance costs:—Convenient location; adequate pier and general facilities; scope and equipment of shops; capacity of dry docks; skilled and conscientious mechanics; accurate cost finding—reliable billing; modern and economical methods, consistent record for fair dealing and high grade work; well organized and competent supervision; business policy based upon a determination to serve the best interests of each and every patron, whether large or small; a management that will assure the faithful carrying out of the policies of the company.

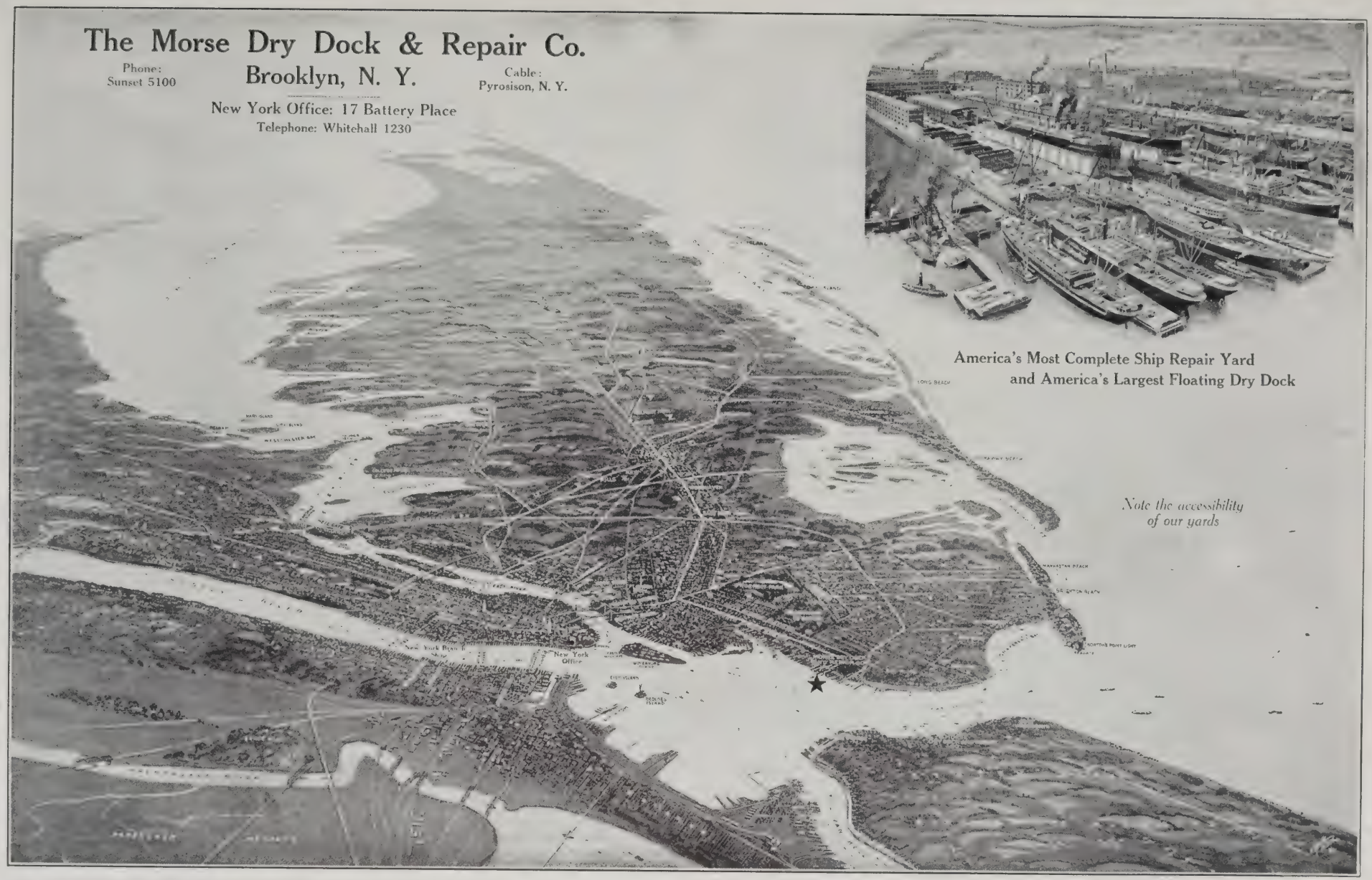
Plant Location and Equipment

The Morse Dry Dock & Repair Co. possesses unusual advantages by reason of the location of its plant, its convenience, with relation to the entrance to the harbor, the channel and the various docks and mooring basins being such that vessels can be handled in and out of the plant at all stages of tide without danger or delay and with minimum tug charges. The fixed plant facilities are supplemented by a highly developed and fully equipped floating emergency and repair department, so that any ship, regardless of location, hour of day or night, can be given instant aid. Docking and mooring facilities are large, safe and easily accessible, and all are well served by shops.

The several units have been carefully designed to obtain highest shop efficiency, with low material handling costs and to provide a plant capable of withstanding the wear of time and hard usage, but whose fixed charges are at a minimum. Again, in order to eliminate delays in repairing ships, when time is of great value to the operator and to save added cost and confusion resulting from having portions of a job handled by sub-contractors, every effort has been directed to making the plant complete within itself. The following departments, with the most effective modern equipment installed and manned by time-tested mechanics and supervisors, form the various units that go to make up the self-contained Morse Repair Service:—Dry Docks, Forge Shop, Machine Shop, Fabricating Shop, Woodworking Shop, Pipe Fitting Shop, Boiler Shop, Pattern Shop, Electrical Shop, Coppersmith's Shop, Rigging Loft, Plating Plant, Insulating Plant, Gas Producing Plant, Bay, Tug and Launch Service, Floating Shops, Diving Equipment, Cranes—Land and Floating, Laboratory—Chemical and Physical.

Capacity of Dry Docks

The new floating dry dock at the Morse plant is the largest in the United States. It is the last word in structural strength, speed and safety of operation and convenience; is built in six sections, each having a capacity of 5,000 tons, or a total of 30,000 tons. Each section is complete within itself and any number may be used together. The dock possesses many original features, each one


The Morse Dry Dock & Repair Co.
Phone: Sunset 5100
Brooklyn, N. Y.
Cable: Pyrosison, N. Y.
New York Office: 17 Battery Place
Telephone: Whitehall 1230
America's Most Complete Ship Repair Yard
and America's Largest Floating Dry Dock
Note the accessibility of our yards
New York Office

Map of New York Harbor Indicating by "Star" the Strategical Location of Morse Dry Dock & Repair plant. In Upper Right Hand Corner the Extent and Capacity of the Plant Are Clearly Shown.

One of the large Dry Docks of the Morse Company showing enormous capacity for handling vessels.

of which affords a substantial saving to the customer of time, labor or material. In addition to unusually large capacity of electrically operated pumps, the dock sections are fitted with capstans, motors, flood lights, specially designed blocking system (which insures safety and speed), communication system and all manner of transportation and material handling apparatus and devices. The older dock, while of somewhat smaller capacity, has also been kept thoroughly up to date. Ships up to 12,000 tons can be handled on it promptly and safely.

Dry Dock Records

The following figures obtained from operation of the new dock will doubtless be of interest to ship owners and operators, and while those noted are merely typical of regular Morse service, they are nevertheless of the sort that critical shipowners appreciate.

Minnesota—World's largest cargo ship, 20,718 tons, raised in 25 minutes.

New York—Former I. M. M. Liner, 10,080 tons, raised in 18 minutes.

Canopic—White Star Liner, 12,097 tons, raised in 25 minutes.

Powhatan—U. S. Army Transport, 9,980 tons, raised in 22 minutes.

President Grant—U. S. Army Transport, 18,072 tons, raised in 20 minutes.

America—U. S. Lines, 22,662 tons, raised in 28 minutes.

Everything in connection with the drydocking is so planned that, as soon as the hull is high and dry, men and equipment are simultaneously assigned to the various branches of the work, following preliminary preparation of materials in the various shops.

Employes' Association a Feature

The accessible location of the Morse yard, its dry docks, shops, machinery, tools and all of its other equipment and facilities make it a modern and efficient ship-repair plant. Behind all, however, and vitalizing it into real service for quantity production of the highest quality, are its employes. The Morse management and workmen have organized an Employes' Association and through it adopted a real practical plan of representation. By means of this Association, management and workmen have become inspired by and imbued with principles of service, reasonableness and mutual fair dealing. On such a foundation, industrial peace has been realized over a long period of time, particularly during the great war strain. Loyalty of the workmen has been maintained by personal contact. Personal interest in their work and pride in its quality have been the aim, which means that the customers' viewpoint has been constantly before supervisors and workmen. Labor conditions have therefore been established on a healthful, constructive and Open Shop basis.

Cost Accounting System

A complete and unique cost-keeping system has been installed by means of which an inspector or auditor of any customer can, at any time, check up both the labor and material applied to a job from the time clock cards and original labor tickets, each properly certified, and from certified requisitions for warehouse material. The bill rendered at the close of a job can therefore be analyzed and checked back to these original records. The job records are also cross-checked against total payrolls and storehouse summaries, which protects from clerical errors.

Inventive Genius Encouraged

The wide diversity of work involved in ship repairs presents a constant opportunity for the development of special methods, rigging and equipment whose objectives are large savings in both time and money. Special incentives are offered mechanics and supervisors to develop the one best way to do each job, or to devise new equipment that will reduce labor or material required and, needless to say, this has resulted in a myriad diversified apparatus which finds application as fixed or portable units or as "spot creations" to deal with specific jobs.

Diesel Engineering Department

In line with the enterprise and vision that has marked past achievement, Mr. Morse has carefully studied the various stages of progress in the application of oil motor drive, and has had members

of his staff visit the principal Diesel engine building plants of the world. Performance of various typical Diesel ships has also been carefully followed. Special attention has also been given to the various Diesel conversion and repair jobs which have been handled by the plant with a view to establishing a policy and creating an organization that would give shipowners and executives reliable and unbiased advice regarding plans and specifications as well. Each detail has been given the most careful consideration and nothing but the best in the way of talent and special equipment has been considered. The Diesel Engineering Department is under the management of Louis R. Ford.

Due to the complexity of design and the higher temperatures and stresses under which Diesel Engine parts function, much greater precision of workmanship and care in the selection and control of materials is necessary than in ordinary steam practice. A much wider range of tool equipment is required than is customarily found in steam engine or marine shops. While, therefore, the Morse Co. has always prided itself upon the scope of its machine tool equipment it was found necessary to add certain special items. Again, owing to the exacting conditions under which many parts operate, the control of the chemical and physical properties of metals is highly important. The plant therefore includes a well organized laboratory where specifications are prepared and all materials are carefully inspected for compliance with requirements before being sent to the shops. Entry into the Diesel engine manufacturing field not being intended, the special plant equipment has been selected with a view of combining with conversion facilities an efficient Diesel engine maintenance and repair service equal to anything procurable anywhere in America.

Morse Fuel Oil Burning System

Oil having become a powerful competitor of coal as a fuel for steam boilers and the fact that the repair, overhaul and reconditioning of many steamships call for the installation of oil-burning systems to take the place of those of coal, it is but natural to assume that the Morse Co. would lose no time in developing an apparatus of its own. Further, in order to establish adequate control over materials and precision of workmanship, the mechanism of the system is made completely within the plant under most exacting supervision. Manufacture of the various components is, of course, but the first step in converting from coal to oil, therefore, as an important foundation for the design of individual installations and for the establishment of best standard fireroom practice, constant study is given to the subject of oil burning in the plant laboratory. D. J. Irish, a recognized specialist and practical designer is in charge. Distinctive advantages claimed for the Morse Fuel Oil Burning System follow:

Exceptionally rugged design.

Perfect and minute control of all adjustments which contribute to combustion efficiency.

Range of adjustment wide and proper manipulation by fireman simple and convenient.

All parts readily accessible for cleaning.

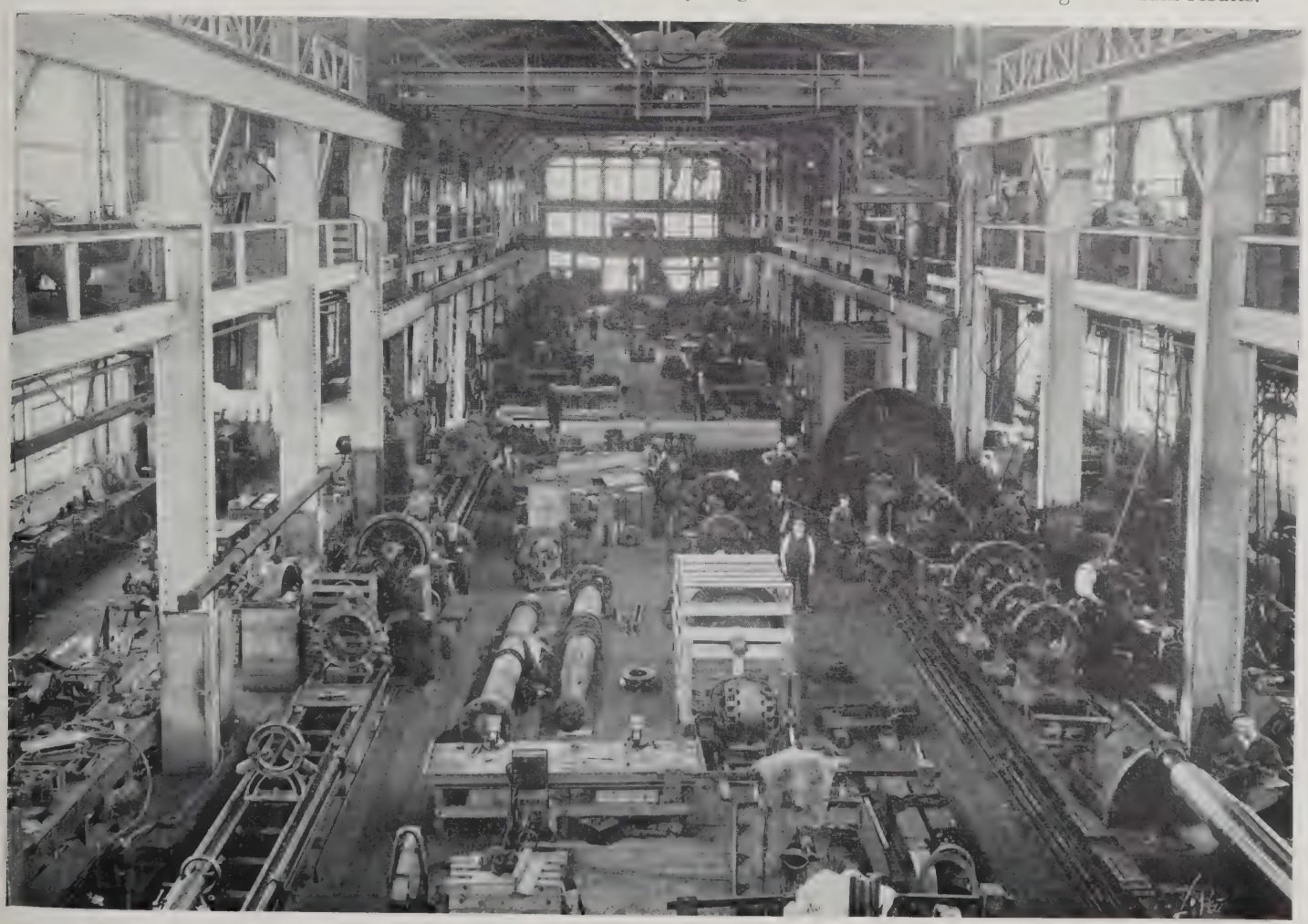
Smokeless combustion with minimum heat losses easily obtainable under all operating conditions.

Flame of such shape and so located that maximum portion of heating surface of boiler is utilized for steam production.

Owing to practically smokeless combustion, heating surfaces of boiler are much cleaner and consequently more effective in transmitting heat.

With installations of the Morse System are provided precision instruments for keeping constant check on boiler performance.

There is also provided a practical and experienced technical engineering service to assist in training boiler room crews in securing maximum results.



View of the Machine Shop, which comprises 35,000 square feet of floor area.

The "U. S. Grant"--An American with a History

PROBABLY the biggest job ever accomplished in a three day period in the Port of New York is the work done by the Morse Company on the U. S. Army Transport *U. S. Grant,* in fitting her for her official journey, which started April 27, through the Panama Canal to San Francisco and Honolulu, where she carried Secretary of War John W. Weeks and a party of forty United States Congressmen.

Before the ship was tied to the pier our men were on hand ready to board her at 8 A. M., April 24, when she arrived from San Francisco so that before the salons and cabins were emptied of their passengers and luggage our men were busy on the new quarters, re-arranging staterooms, preparing for new furniture and the installation of new piping, toilets and showers. The work called for representatives of practically every trade in the yard, welders, carpenters and joiners, riveters, pipefitters, plumbers, electricians, coppersmiths, platers, etc. The job meant continuous work day and night from the morning of the 24th until the 27th.

The entire exterior of the ship was repainted and the interior completely redecorated. Thursday and Friday 500 workmen were busily engaged throughout the ship. It was so comprehensive a job that it is impossible to draw attention to detailed items, other than to remark on the installation of a gyroscope compass on which the Sperry Company commended us, stating that it was the quickest time in which one of their installations had ever been completed, the machines being running on test 28 hours before sailing time. The gyroscopic compass points true North and is entirely free from the many vagaries of the magnetic compass. The vessel also has the latest apparatus for long distance radio connection, being a type recently developed by officers of the Navy for special Naval communication between vessels at sea and installed on this transport by cooperation and supervision of the officers of the Signal Corps of the Army.

Long distance telegrams and telephone calls were busy gathering together the necessary special parts. Every minute was clipped wherever it could be. An extra turbo fan was ordered from Bridgeport to be sent by special messenger on the earliest train. Morse men were the first on board and the last to leave. The job was under the direct supervision of one of the yard executives because quick action was a big item. Foremen of many of the shops got into overalls and worked at the bench in order to get the work through on time.

Such a tremendous proposition would not have been accomplished without the co-operation of General Dalton at the Army Base and his entire staff.

The *U. S. Grant* was built in the year 1907 at Stettin, Germany, for the Hamburg-American Steamship Line, and was designed for the tropical service of this line from Hamburg to Buenos Ayres. The original name of the vessel was *Konig Wilhelm II.*

At the opening of the World War with France and England, the Germans diverted the vessel to Hoboken for voluntary internment, as United States ports were regarded as safe harbors for laying up German ships.

On the declaration of war by the United States against Germany on April 6, 1917, all German vessels in waters of the United States and its possessions were then seized as an act of war, this vessel being among the others thus brought into the service of the United States.

The steam cylinders of the splendid quadruple expansion engines of this vessel, *Konig Wilhelm II,* were found to be cracked, and it was only a few weeks later that this vessel was duly repaired by the Morse Dry Dock & Repair Co., by the use of the oxyacetylene and electric welding processes, and was able to

get to sea and thus serve as an active agent in transporting the vast armies of the United States to France.

On being placed in the service of army transportation, the name was changed to *Madawaska*, and under this name she traveled to and fro through the war zone, winning the right to wear three service chevrons.

After the return of the troops from France, the occasion arose to suddenly transfer stranded Czecho-Slovac troops from Vladivostock in Siberia. Accordingly this vessel early in 1920 was hurried to this easternmost Asiatic port and loaded with the marooned soldiers of fortune, which were transported through the China Sea and Indian Ocean, the Suez Canal, Mediterranean and Adriatic to Fiume in Austria, and debarked at their homeland.

After the conclusion of this service the *Madawaska* returned to New York, and was turned over to the Shipping Board.

Late in the fall of 1921, the War Department again received back from the Shipping Board this vessel, *Madawaska*, for use in its peace-time operations of the transport fleet. In order to insure better safety and increased speed in this vessel, the War Department authorized early in 1922 the removal of the practically worn out German boilers and in their place were installed the most up-to-date type of B. & W. marine water tube boilers. This was also done by the Morse Company after lively competitive bidding.

On being reconditioned with new fittings and new boilers the War Department also authorized a change in name from *Madawaska* to *U. S. Grant*, thus carrying into effect the traditional policy of keeping the names of Army transports confined as far as possible to the names of generals of the American Service.

The christening of this newly fitted vessel to the name of *U. S. Grant* was effected at a special ceremony on June 3, 1922, while she was in dry dock in the Morse Yards and at which time the Princess Cantacuzene, the granddaughter of General Ulysses S. Grant, acted as the official sponsor in designating this new name.

Lower insert shows S. S. "Buckleigh" aground off Long Island, where fog and heavy sea put her in dangerous predicament. Upper photograph shows same vessel in our No. 1 dock two weeks later, where her bottom plates, rudder stock, and lower stern frame were renewed, and main engine crank shafts lifted.

"M. S. Sangdol," One of the Earliest Examples of Successful Conversion from Steam to Diesel Engine Drive.

Conversion of Steamers to Motorships for Coastwise Trade, a Profitable Investment

By Louis R. Ford,
Manager Morse Diesel Engineering Department.

At the present time, the most attractive field for the operation of American ships is in the Pacific-Atlantic Coast trade. Transfer of freight from one coast to the other, via the Panama Canal, has become so active that a number of American vessels have been withdrawn from overseas trade, where foreign competition is very keen, and are now being operated exclusively between Pacific Coast ports and Atlantic Coast ports.

Since this coastwise trade is growing so rapidly and is absorbing an increasing amount of tonnage, it is of interest to consider the possibilities of profitable utilization of idle Shipping Board hulls in this trade by converting them to Diesel engine drive.

The Shipping Board has made public no definite list of vessels that can be purchased for conversion to Diesel engine drive nor prices at which they can be purchased, but it is pretty definitely understood that there are a number of excellent cargo vessels of the so-called Hog Island type and the West type that can be purchased at prices ranging from $5 to $7 per dead weight ton. The former type is of about 7,500 dead weight tons and the latter 8,800 tons, and both are equipped with reduction gear turbine drive. Similar vessels whose machinery is sufficiently satisfactory to permit operation "as is" can not be purchased for less than $30 per dead weight ton.

Careful plans and estimates made by the Morse Dry Dock & Repair Company for some of its customers have developed the fact that a West type ship can be purchased, converted to Diesel engine drive and put afloat ready in all respects for service at a total cost of $40 per dead weight ton. This figure is subject to upward revision in the near future as the increasing cost of material forces the machinery builders to increase the cost of their product. This estimate is based on a machinery arrangement whereby all steam deck winches and anchor windlass are retained, electric motor driven auxiliaries substituted for all steam auxiliaries in engine room, steam steering gear replaced with electric gear and one boiler retained for supplying steam to deck winches. For ship propulsion a single engine, direct connected, of 2,000 B.H.P. would be used.

This class of ships is now powered with turbines of 2,500 shaft horsepower each, designed to produce a speed of 10 to 10½ knots. Although the 2,000 B.H.P. Diesel engine would produce slightly less speed than this, it should be borne in mind that the Diesel engine maintains its rated horsepower continuously, while the steam power plant is subject to wide variations in power actually delivered and seldom is the designed power maintained over any lengthy period. For these reasons it is reasonable to expect that on a voyage from coast to coast the Diesel engined ship with 2,000 H.P. would require no longer for the trip than would a steamship with 2,500 H.P.

The most convincing method of analysis of motorship performance is not to calculate the earning power of the motorship alone, but to calculate the comparative earning power of both the motorship and the equivalent steamer with the most economical type of steam machinery. For this reason this analysis takes the form of such a comparison. Such comparisons are most useful when based on the handling of a definite class of cargo on a definite run.

In this case the ships under consideration were to be used for transporting coal from Baltimore to San Francisco and Seattle, and lumber from San Francisco and Seattle to New York. The rate on coal would be $3 per ton, with free loading and discharging, while the rate on lumber would be $14 per thousand feet, ship paying loading and discharging. The steamer considered is of the West type, 8,800 D.W.T. equipped with steam turbine and oil fired boilers. The motorship is exactly the same type converted to Diesel drive as outlined previously. At the purchase prices and conversion costs quoted, the steamer would cost $260,000 and the motorship $350,000.

For the two vessels the crew requirements and wages would be as follows:

STEAMER

Captain	$250.00
1st Officer	155.00
2nd Officer	130.00
3rd Officer	115.00
Chief Engineer	240.00
1st Asst. Engineer	160.00
2nd Asst. Engineer	140.00
3rd Asst. Engineer	125.00
4th Asst. Engineer	115.00
3 Oilers	150.00
3 Watertenders	150.00
3 Firemen	135.00
Carpenter	75.00
6 Seamen (A.B.)	255.00
2 Seamen (O.S.)	70.00
Steward	110.00
2 Cooks	160.00
2 Mess Boys	60.00
Wireless Operator	100.00
33 Men	$2,695.00

Victualizing, by contract at 55c man, day	595.00
Total Month	$3,290.00

MOTORSHIP

Captain	$250.00
1st Officer	155.00
2nd Officer	130.00
3rd Officer	115.00
Chief Engineer	240.00
1st Asst. Engineer	160.00
2nd Asst. Engineer	140.00
3rd Asst. Engineer	125.00
3 Jr. Asst. Engrs. & Elect'an.	300.00
3 Oilers	150.00
Carpenter	75.00
6 Seamen (A.B.)	255.00
2 Seamen (O.S.)	70.00
Steward	110.00
2 Cooks	160.00
2 Mess Boys	60.00
Wireless Operator	100.00
29 Men	$2,595.00
Victualizing, by contract at 55c man, day	478.00
Total Month	$3,073.00

For determining the fixed charges the two ships are capitalized at $260,000 for the steamer and $350,000 for the motorship, as previously stated. Insurance is charged at the rate of 5% per annum for each ship. This is a lower rate than is usually considered obtainable but is an actual quotation obtained for this particular case from an insurance company. Depreciation is charged at the same rate for both ships in order to conform to the practice of the operator concerned in this case. Experience has indicated, however, that depreciation will probably be less in the case of the motorship than the steamship. A tabulation of fixed charges on a per diem basis follows:

	Steamer	*Motorship*
Insurance	$36.00	$48.00
Depreciation & Int. (10%)	71.00	96.00
Deck & engine room stores incl. lub. oil	24.00	45.00
Wages	90.00	86.50
Victualizing	19.80	16.00
Repairs	14.00	14.00
Reserve for periodical surveys	8.00	10.00
TOTAL PER DAY	$262.80	$315.50

In computing the total expenses and total revenue for a round trip it should be noted that the steamer will carry 300 tons less weight cargo than the motorship but since the time difference in handling this much cargo is small and the ship can not be held to a rigid schedule, the turn around for each vessel is assumed to be the same. The time consumed in a round trip will be as follows:

Loading days, East Coast	4
Shift days, East Coast	2
Extra time allowance	1
Sailing days	26
Discharging days, West Coast	10
Shift days, discharging	2
Loading days, West Coast	12
Shift days, loading	1
Sailing days	26
Discharging days, East Coast	14
Total Days, One Round Trip	98

Of the above time, it will be noted 57 days are spent under way and 41 days loading and discharging. The motorship will consume 68 barrels of fuel oil per day at sea and the steamer will consume 230 barrels. Since the steam deck winches are retained on the motorship it is assumed that its fuel consumption in port will be the same as that of the steamer and each vessel will consume 38 barrels per day. Both vessels will use standard boiler fuel that is obtainable on the West Coast for $1.00 per barrel. The engine builders from whom quotations for this particular conversion were obtained guarantee their engine to operate on this fuel. The total consumption for one round trip of the motorship will be 5,440 barrels and for the steamer 14,710 barrels.

A tabulation of the total expenses for each vessel for one round trip can now be made:

	Steamer	*Motorship*
Fuel	$14,710.00	$ 5,440.00
Fixed charges (98 days)	25,800.00	30,900.00
Panama tolls & agency fees	12,200.00	12,200.00
Clearances, East Coast	600.00	600.00
Clearances, West Coast	3,400.00	3,400.00
Loading lumber, West Coast	7,500.00	7,500.00
Discharging lumber, East Coast	5,700.00	5,700.00
Total Expense, One Trip	$69,910.00	$65,740.00

The gross revenue for one round trip will be as follows: the steamer will carry 7,700 tons of coal at $3.00 per ton, less 3% brokerage, amounting to $22,407. The motorship will carry 8,000 tons of coal at $3.00, less 3% brokerage, amounting to $23,280. On the Eastbound trip the steamer will carry 4,050,000 feet of lumber at $14 per thousand, less 3% brokerage, amounting to $55,000. The motorship will carry 4,200,000 feet at $14 per thousand, less 3% brokerage, amounting to $57,036. The total gross revenue for one round trip will then be, for the steamer $77,407, and for the motorship $80,316.

From these figures it is seen that the net revenue will be as follows:

	Steamer	*Motorship*
Total freight earnings, one trip	$77,407.00	$80,316.00
Total expenses, one trip	69,910.00	65,740.00
Net earnings, 98 days	$ 7,497.00	$14,576.00
Net earnings, per day	$ 76.50	$ 149.00
Net earnings, per year	$27,900.00	$53,200.00

From the foregoing figures it can be seen that the net profit, in terms of invested capital, resulting from operation in the trade we have analyzed, would be 5% greater for motorship than for steamer.

An example of the Type of Steamer Available for Conversion

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL

Vol. 6 A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the Interests of the Company. No. 5

Frank Ely, Editor

Self Organization

Everyone has moments when he feels that he is a rank failure.

Combinations of events seem to bring the structure of his life down around his ears. Everything seems to have been badly planned.

And yet it is always possible to reorganize if one has the stuff to face the facts. Self-Management is a great thing,—to look yourself squarely in the eye and say "You are weak here—you're weak there". It is the harshest kind of criticism.

And when you have finally admitted you are wrong to yourself you have gone a great way, and it is only then that you begin to accomplish something real.

Suppose you are getting careless or lazy. Don't go on soothing yourself with self deceiving. Look in the mirror and see your real reflection and say, "This has got to stop."

Your friends have intimated one thing or another to you. You have known down in your innermost thoughts what your weaknesses were, but like an ostrich you have dug your head in the sand and doped your conscience.

Only when you yourself realize your shortcomings do you act to overcome them and then when you have acted make it a practice.

That is all people mean by efficiency —it is the practice of self organization.

The Will—A Factor in Success

On board a steamship coming from Europe, Ignace Paderewski, the greatest pianist of all ages, remarked to a fellow traveler that if he missed one day's practice *he* noticed it; if he missed two days' practice his intimate *friends* noticed it; if he missed three days' practice the *public* noticed it.

It was our privilege last week to hear him at a concert and to marvel at such a degree of perfected skill.

He began his musical career late in life, and we learn that it was only early conditions of poverty that prevented his taking up sooner the profession he loved. His success is all the more interesting. When rather late in life he went to a famous teacher to inquire if he could ever become a great pianist the teacher stated, "I do not think it is possible for anyone to succeed, starting at your age."

Most people have no special desires but only preferences; Paderewski had a great desire. Nothing daunted him, for in spite of difficulties and by prodigious work and sacrifice of everything else to his one ambition, he soon became the talk of continents.

Several years ago, at the zenith of his career, the world war came on. He was called back to his native country, Poland, to serve her in a crisis, so that for several years he became her guiding genius in state craft and poured his large financial fortune into the Polish treasury. His tremendous effort in this respect almost broke his health. He began to suffer from neuritis which affected his arms and hands. During these four years he never touched the piano.

Within the last year Paderewski has staged the greatest comeback that perhaps has ever been known. After a year of constant practice on the piano he was booked for a concert tour of the United States. He was now sixty-two years old. Everyone wondered what would happen.

The result has been that Paderewski is about to complete a concert season which will net him over $500,000 and the musical world says that his playing

is as good and probably better than it ever was before.

Which proves the fact that the seemingly impossible can be done, in spite of imagined obstacles or real ones. All of them can be surmounted if there is a will and a tremendous urge, backed with a clear thinking brain that knows the aim toward which it is striving.

A man who really wills to get somewhere, unhindered by laziness, and who has the necessary perseverance, has unlimited possibilities, provided he has nerve and daring and is not easily discouraged.

Times Square Sentiment

It was in the middle of the rush hour in the Times Square subway station when we saw a boy about five years old sitting on a battered suitcase, lost. Only a few tears were rolling down his cheeks. He was trying to be brave under adversity.

Everyone noticed the tragic little figure and one after another stopped to lean over and ask questions and comfort him, until within a very few minutes a veritable jam of people had formed a circle around him.

All the world loves a child and even a headlong, precipitate New York crowd is not so callous as we sometimes think.

After all, a child rules the heart of the world.

A Sailor King

Peter the Great immortalized his name by distinguishing himself at the beginning of his reign, and working as a common workman in *shipyards* until he became an expert shipwright and learned to be a sailor, pilot and commander.

Czar of Russia though he was, he was also a crowned mechanic.

WELL KNOWN MEN IN THE MORSE COMPANY

W. T. Wilson, *Manager New York Office*

W. T. WILSON, Manager of the New York Office at 17 Battery Place, has supervision of all of our work on the North River. He is a native of the land of Burns and bonny ballads, so that his comprehensive knowledge of ship building and ship repairs began early by way of heritage and environment.

Born on the famous Clyde, a name associated with ships the world over, he is the youngest son of William Wilson who was for thirty years associated with the Cunard Steamship Line and sailed the seven seas. Four of Mr. Wilson's cousins at the present time occupy positions with the Cunard Company,—one as the Chief Engineer on the *Scythia,* and another engaged on the building of the *Franconia* at Clydebank, Scotland.

Mr. Wilson's early education was gained as a student in the Grammar School of Glasgow and was followed by a technical course in Southern's Marine College, where he distinguished himself.

His apprenticeship was served as a marine engineer in the Clyde ship yards, where he remained six years. Then, after additional practical experience, he came to America.

Almost immediately, he became the outside engineer at the Worthington Pump Works and for five years he was engaged in installing pumps and engines of the largest types, throughout the United States. Later, he was promoted to be Assistant Superintendent of the Worthington shops at Harrison, New Jersey, and left this berth to take a position as General Superintendent with John Inglis, Ltd., at Toronto, Canada.

About April, 1917, he became associated with the Chester Shipbuilding Corporation as outside engineer and came to the Merchant Shipbuilding Corporation in the same capacity on January 1, 1918, at which time this organization was building its yard at Bristol, Pa. This yard, while being built for the U. S. Shipping Board, was handled through the agency of the Merchant Shipbuilding Corporation controlled by the Harriman interests, now controlling the United American Lines. In November, 1918, Mr. Wilson was promoted to the position of Works Manager at this yard, at that time having about 12,000 men under him, and he completed the building of the ships for the U. S. Shipping Board in February, 1921. Mr. Wilson's assistants as Works Manager were W. A. Kennedy, now manager of Fletcher's yard in Hoboken and W. C. Foley, now Chief of the U. S. Salvage Association in New York.

For two years after the completion of the contract at Bristol, Mr. Wilson was engaged in special work for Mr. Harriman, until the time that he came with the Morse Company.

Mr. Wilson has made his greatest reputation as an organizer of men. This, together with his broad and intensive experience in ship building affords him an outstanding position in shipping circles.

OFFICERS 1923-1924
EMPLOYEES' ASSOCIATION

President—Louis T. Fisher, timekeeper.
Vice-President—Eugene Callaghan, dock hands.
Secretary—James M. Doremus, office.
Treasurer—Edward J. Hannavin, storeroom.

Directors and Conference Board Members

(d) for Directors.

Carpenters, Joiners and Wood Caulkers—
Leo Nelson (d), Francis Kinsella (c), George Molyneaux (c).
Outside Machinists—
John Oliver (d), James Wolfe (c), John Greene (c).
Inside Machinists—
Charles Ambriano (d), George Downing (c), Leonard Privatera (c).
Pipefitters, Plumbers, Sheet Metal Workers, Coppersmiths and Pipecoverers—
Charles Thornton (d), Otto Ricke (c), Ernest Bamford (c).
Blacksmiths—
James Testor (d), Robert McQueen (c), Oscar Skoog (c).
Riggers—
Edward Hosinger (d), John Sundin (c), Alfred Anderson (c).
Dock Hands—
Thomas Callahan (d), Edward Kelly (c), Patrick Kelly (c).

(c) for Conference Board.

Hull Department—
Joseph McGuirk (d), Robert McClintock (c), James Hennessy (c).
Office, Estimators and Solicitors—
Frank Falconer (d), John Hall (c), Carrie Pierce (c).
Draftsmen, Patternmakers and Inspectors—
Fred Wood (d), William Craig (c), R. J. Harsch (c).
Electricians—
Thomas White (d), Fred Eisenhauer (c), Vincent Jones (c).
Miscellaneous Departments—(Chauffeurs, Storeroom, Garage, Boat Crews, Timekeepers, Watchmen and such other Employees not included in the Departments listed above)—
Alexander Ingraham (d), James Kearsley (c), Harry Seely (c).
Burners and Welders—
Howard Canning (d), Edward Freudig (c), James Davitt (c).

"An" Ships now of the American-Hawaian Line

The *Missourian*, built in American shipyards in 1922, is a twin-screw, Diesel propelled ship, the latest of a line of 18 vessels to be taken over by the American-Hawaiian Line. These ships were purchased from the United-American Line during March.

The *Missourian* was on our No. 2 dock for three days during April for slight bottom damage and for the repair of her bent stem. This latter operation required the removal of a considerable number of her bow plates which had been loosened and which it was necessary to remove in order that the stem might be straightened. The plates were then riveted back in place and the bow tanks filled with water under head pressure to test the tightness of the work prior to her going afloat. When on the dock, this vessel was loaded with about 3,500 tons of cargo, having come into the Port of New York directly from Hamburg, Germany.

She will now be put into the west coast trade carrying general cargo between eastern ports and the Pacific coast, as will also the other ships of this line. All of the 18 vessels, with the exception of the *American*, which was the first to be built in 1900 and the *Hawaiian* which was built in 1901, are named after States of the Union with the suffix "an" after each name. They average about 7,000 gross tons. Much of their recent cargo has been lumber and canned goods from California.

During April six ships of this line were repaired by the Morse Company, including the *Missourian*, *American*, *Minnesotan*, *Ohioan*, *Nevadan*, and *Texan*.

The *Texan* was on our No. 1 dock for survey after having been beached near Block Island resulting in bottom damage from having hit upon the rocks.

The *Missourian* and the *Californian* are both motorships, the *Missourian's* predecessor of the same name having been submarined during the war. Three ships of the line are oilburners,—the *Minnesotan*, *Texan* and *Ohioan*.

Captains of Ships

Items of Interest About Officers Well Known to Morse Men

Capt. Fulvia Cignoni, who diverted the trans-Atlantic liner *Conte Rosso* of the Lloyd Sabaudo line, of which he is in command, two hundred miles from its course on January 11 to go to the aid of a dying member of the crew of the American freighter Eastern King, which was without medical assistance, was presented with a handsome silver service by the U. S. Shipping Board in recognition of his action. Dr. Giovanni Valanzi, chief surgeon of the *Conte Rosso*, who did all he could to save the man's life, also was presented with a silver service.

Captain W. J. Stofen is now master of the New Electra Line steamer *Cuba*, succeeding Captain C. W. Mason, who brought the *Cuba* out from the East Coast. Captain Stofen is well known up and down the Pacific Coast. Recently he had been in service of the Red Stack Tugboat Company, his last command being the sea-going tug Ranger.

The motorship *Hallfried* recently in our yards for extensive motor work has just made her maiden trip from Palermo, having been built in Rotterdam.

Her Captain, Captain Ingebright Ovreset was in the Spanish-American War at the battle of Santiago. He was on Schley's Flagship *Brooklyn*. One of his greatest prizes is a medal which a few of the crew received from the Government for valiant service during this campaign. Captain Ovreset is a close friend of our own Captain Arentz.

Mr. H. A. Hanbury of the Morse Company Saying Farewell Recently to "Uncle Joe" Cannon on the Steps of the White House, as the Latter Statesman Was Leaving Washington After Serving as a United States Congressman for 50 Years.

*Mac Says

EVERY great institution is the lengthened shadow of one man.

A concrete example of loyalty near at hand is the Morse Dry Dock & Repair Company—the lengthened shadow of one man. How did it happen? It didn't happen, it was brought about—and only so by serving the other fellow with deeply rooted honesty of purpose and not as modern socialism turns water into wine, kerosene into oyster soup and boulders into bread, by passing resolutions. The inevitable result of work is more work and restoration of the world's affairs is on the way only through business and more business, and not through the outpourings of our latest pollution of guttersnipe politicians.

A man is what he makes himself. This goes for heater or superintendent. Consider your fellow men up or down the ladder and loyalty must be your cue—all petty jealousies must take a back seat and whether you are with the Company one year or twenty years makes little difference, except that the man of twenty years' service must be a shining example to the younger man.

The human being has its peculiar intricacies,—of envy, jealousy, hate and prejudice, and in many cases if these unfortunate maladies are not curbed your organization suffers just the amount of your seemingly thoughtless imposition. No man admits these shortcomings but the proof that they exist is evident everywhere, every day—and as true as the sun shines, "He who hurts me hurts himself."

The personal element always exists in everything with life and every organization reveals a personality which is a composite reflection of its employees. The Superintendent, foreman or inspector who forgets the obligation of the firm in meeting a contract becomes a canker to the success of the firm—thoughtlessly, maybe,—nevertheless a detriment.

For some time back and especially recently it had been hard sledding for ship repair men. Commercial "hang overs" weigh heavily on some firms because of a disregard of loyalty, so that the artisan of to-day seldom realizes the burden of carrying on a business which provides the weekly pay envelopes to its many employees.

It is very evident that loyalty emanates from the head of the firm and they expect it to be transferred all the way down the line to the passer-boy. Lincoln said, "Loyalty is fundamental."

To the point—you are a member of an organization offering work to be done—that work has been secured at a set price on a promise to produce as stipulated in the articles of agreement. You are a necessary factor in the contract. The encouragement to you lies in a certain wage being paid to meet your demands or stated agreement. Consideration must be given to the unity of effort necessary to produce results. Co-operation must be evident above everything else—nationalities, creeds, fraternities, must become secondary phases to the general welfare.

The President or General Manager accepts the contract always under the impression that in his employ are men who will see him through—that is loyalty. He anticipates obstacles in every job and builds against them.

The world never runs smoothly, fortunately for you and me. Vicissitudes make greater men; in other words, "Sorrow is the magical palette upon which life mixes her colors." The north wind helps always; the south wind only occasionally. Give me the man who has been bitten by the north wind.

To illustrate more clearly, the yard procures a contract involving the entire organization and at present prices, very low figures. Unless every member of the plant becomes enthusiastically engaged in the fulfilling of that obligation, suffering is caused all the way down the line—mentally, physically and financially. Mentally because of the supervising responsibility; physically, because the loyal men of the organization will not break faith and when they observe the job falling behind, exert the extra effort; and where overexertion is present men are not at their best. Consequently,—a leaner pay roll.

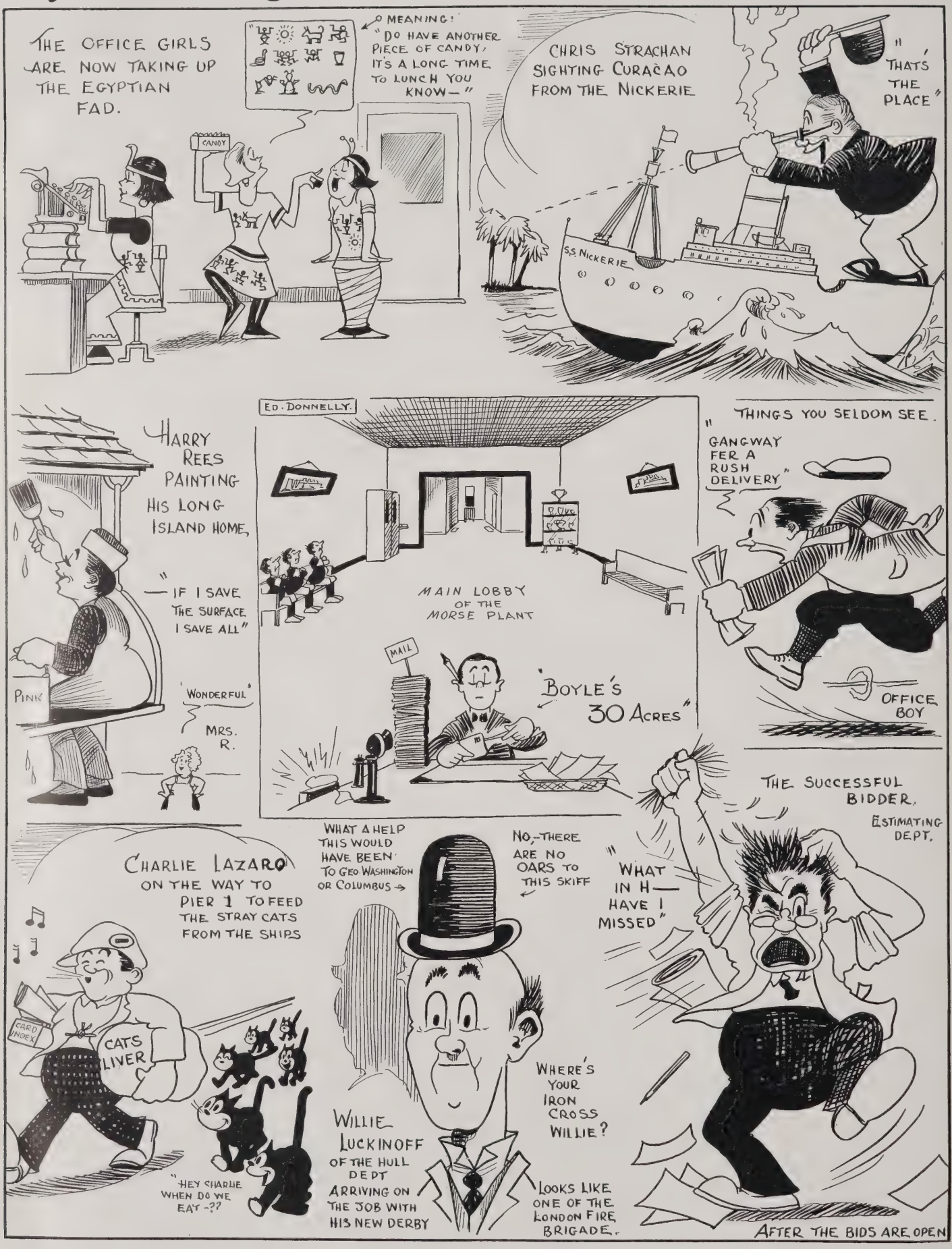
There is a cause for everything and unless circumstances are unusually adverse, success in a marked degree must inevitably become the possession of the man of loyalty.

The head of this organization believes in progress and is a happy man when the other fellow improves his situation in life.

** "Mac" is not a fictitious person but a real man, well known throughout the yard and offices as "the optimist."*

Drydock Doings

By E. E. Donnelly


THE OFFICE GIRLS ARE NOW TAKING UP THE EGYPTIAN FAD.
MEANING!
"DO HAVE ANOTHER PIECE OF CANDY, IT'S A LONG TIME TO LUNCH YOU KNOW—"
CANDY
CHRIS STRACHAN SIGHTING CURAÇAO FROM THE NICKERIE
"THATS THE PLACE"
S.S. NICKERIE
HARRY REES PAINTING HIS LONG ISLAND HOME.
"—IF I SAVE THE SURFACE I SAVE ALL"
PINK
"WONDERFUL" MRS. R.
ED. DONNELLY.
MAIN LOBBY OF THE MORSE PLANT
MAIL
"BOYLE'S 30 ACRES"
THINGS YOU SELDOM SEE.
"GANGWAY FER A RUSH DELIVERY"
OFFICE BOY
THE SUCCESSFUL BIDDER.
ESTIMATING DEPT.
"WHAT IN H— HAVE I MISSED"
AFTER THE BIDS ARE OPEN
CHARLIE LAZARO ON THE WAY TO PIER 1 TO FEED THE STRAY CATS FROM THE SHIPS
CARD INDEX
CATS LIVER
"HEY CHARLIE WHEN DO WE EAT-??
WHAT A HELP THIS WOULD HAVE BEEN TO GEO. WASHINGTON OR COLUMBUS →
NO,-THERE ARE NO OARS TO THIS SKIFF
WILLIE LUCKINOFF OF THE HULL DEPT ARRIVING ON THE JOB WITH HIS NEW DERBY
WHERE'S YOUR IRON CROSS WILLIE?
LOOKS LIKE ONE OF THE LONDON FIRE BRIGADE.

A LITTLE BIRD TOLD ME

Captain Kirby gives up the long distance dancing contest after the first 50 hours.

Have you seen Joe's new zing-zing suit?

Craig's latest composition: "Since papa got the wooden leg there's one shoe less to brush."

Crowe, on seeing his name spelled wrong, says: "I ain't that kind of a Bird. Put an "E" in it."

Captain Kirby says: "I never heard of a guy getting up at 3 o'clock in the morning to take a horse back ride until somebody told me about Paul Revere."

Famous sayings on the *S. S. Firmore*:
Bill Anderson: "Not atall, not atall".
Mr. Byrne: "Have you found your contact?"
Jack O'Lifer (Oliver): "Bring me the alarm clock."

Minetti to Bush: "Hey, Bushie, how many mans you want in the forepick?"

James Donovan sincerely thanks the employees for their kind expression of sympathy on the occasion of the death of his brother John, an ex-employee of the Company.

Arthur Salfors, of the F. O. Department, recently purchased a cornet and promises a concert during noon hour on warm days.

Wrong Pedigree

A prominent man was asked for information regarding a youth whom a firm was considering employing. He wrote:

"I believe Mr. ——— to be an excellent young man. He is a grandson of Gen. G. ———. He is the cousin of C—B—S; related to the H—G—N—s, and has an excellent bringing up in every way."

The inquiring firm replied to him:

"Dear Mr. ———: Thank you very much for your letter in regard to Mr. ———. We would say, however, that we don't want the young man for breeding purposes, but for clerical work."—*Forbes.*

Tony Mass and William Harriett each had an addition to their family—both boys.

Did you see what the laundry did to Bill Lawson's overalls?
Bill now takes his meals standing up.

George Davis is a newcomer in the Fuel Oil Department. Welcome, George.

Willie Harriett has been going around the ship whistling "Somebody's Coming to My House"—now we know the reason why.

A farewell dinner was given to "Blacky" Ellis, foreman of the chippers and caulkers in the plate shop on April 28. Ellis, one of the popular men in the yards who has been with the Company four or five years, is going into the garage business for himself in Jersey.

C. Deshong is a new timekeeper at the main plant.
P. Gaynor is a new material man in the 23d Street plant.

Machine shop mystery—Who burned Ben De Bar's papers?

Everybody is anxious to know who Paddy Sullivan voted for.

"Overtime" Joe is getting old and he doesn't want any more soap—only about four or five nights a week.

Paul Nelson, foreman of the Fuel Oil Shop, has been wearing a shield over his eye lately. Probably tackled the wrong man.

Bring Back

My bonnie leaned over the gas tank,
The height of the contents to see,
She lighted a match to assist her—
Oh, bring back my bonnie to me.

—*Clipped.*

A Question

An old darkey was out for catfish in a Mississippi skiff. He hooked a big one that pulled him overboard. As he crawled out, spitting mud and bubbles, he grumbled: "What I wants to know is, is dis nigger fishin', or is dat catfish niggerin'?"—*Richmond Times Dispatch.*

"Smiling Lew"

A BIG event on the program of the monthly meeting of the Employee's Association on the evening of May 25 was the installation of the officers elected by popular vote April 4. This event called out a larger attendance than any previous meeting in many months.

The retiring President, Hughie McQuillen, after thanking the men for their support throughout the year, introduced the new President, Louis T. Fisher, the re-elected Vice President, Hughie Callahan, the new Secretary, James M. Doremus and the Treasurer, Edward J. Hannavin. All of these officers, together with the directors and conference board members, were assembled on the platform. After the new officers were formally introduced and installed, it fell to the lot of the new President according to custom to present a token to the retiring officers. Hughie McQuillen and Eugene Callahan were each presented with a Waltham gold watch and Mr. Hannavin with a morris chair, Mr. Hannavin stating that he preferred "comfort to speed".

Following the installation and presentation of gifts, Police Lieutenant Rathgebaer of the Police Department talked to the men on being careful in driving and jay walking on the streets of New York.

The two administrations, the outgoing and the incoming, had planned a very unique and interesting meeting as the last meeting of the old regime. The high plane on which the business of the meeting was conducted and the quality of the entertainment reflect great credit on both of them.

Beginning with the May meeting and if the weather permits, a series of outdoor entertainments will be begun. This meeting will be entirely in the hands of the new officers and directors and every man in the plant and office should be present to show their active support.

To a Dry Dock

Your lofty, massive, tar-stained sides
Deserve more than a passing glance,
Between your walls the ships that rise,
Fill us with a strange romance;
If they but could confide in you
And tell you whence they came:
Chile, France,—the Gold Coast too,
From England, China, Spain;
From port to port, mid reef and rock,
They're sung and praised in many a hyme,
But who has sung of the staunch dry dock
That must repair the ship on time?

—*J. Geo. Kohl.*

Mr. A. V. Miller Sends Thanks

"I desire to extend to those of my fellow-workers who were responsible for same, the thanks and appreciation of both Mrs. Miller and myself for the handsome dinner set of Ahrenfelt china of Chantilly design which we received. Needless to say, we will ever be reminded of the good will which the gift represents.

"I want also to make mention of our appreciation of the kind thoughts and wishes contained in the resolution adopted by the Employee's Association on the occasion of our marriage.

"It has indeed been a pleasure to receive the many kind expressions of interest and best wishes on the part of those with whom I am associated, including the reception prepared for me upon my return."

Sincerely,
(Signed) A. V. Miller.

There may always be *men* who are *homeless*, but why are some *home less* than others?

Flatbush—"Why do they have those cases with the axes, crowbars and other implements in 'em in the railroad passenger cars, do you suppose?"

Bensonhurst—"Oh, they are put there to use in case someone wants to open a window."

Nature Study in Arkansaw

What a wonderful bird the frog are! When he hop he fly, almost. He ain't got no sense, hardly. He ain't got no tail, hardly, either. When he sit he sit on what he ain't got, almost.

McRae (Ark.) Enterprise.

Terminology

Why do they call it a shipment when it goes in a car and a cargo when it goes in a ship?—*Literary Digest.*

The Office Cat Says—

The Cost Department sends in the following "lost" ad: 5,000,000 marks reward for the return of Wilson's pipe.

Patsy Bizzari—2d floor porter: "I won't be in today."
Boyle: "What's the trouble?"
Patsy: "I got new family last night."
Boyle: "How many?"
Patsy: "Only one—that makes four."
Boyle: "What's the luck?"
Patsy: "She's a gentleman."

Mr. Morse, calling 23d Street Plant asks foreman: "Is this Dorward?"
Answer: "No—gone to lunch."
Foreman: "Who is calling?"
Answer: "Mr. Morse."
Foreman: "How do you spell it?"
Mr. Morse: "Go outside and look at the sign."

J. Herrlein has been transferred from the Disbursement Department to Mr. Hallock's office.

E. Buletti is a new man in the Disbursement Department.

A new solicitor for the Company is Mr. F. Giononi, a cousin of Mr. N. Giononi.

We wonder why Miss Johnson is taking her vacation so early?

Isn't it funny how some girls eat big meals and then keep eating in between times and still stay thin? Have you noticed Helen Ellis?

Everyone is glad to see Mr. Hanbury back again after his severe illness.

Chris Strachan has returned from his trip to South America, where he sailed on the *S. S. Nickerie* as representative of the Morse Fuel Oil Department, after having had a very successful trip.

John Hall of the Cost Department was elected conference board member of the Employee's Association.

Fashion Note

The Wife: "I see by to-night's paper that Paris says the women are going to wear their dresses longer."

The Husband: "It's a good thing. You never wear yours more than a month."—*Inklings.*

It happened about two months ago in the early hours one morning. In Mr. Boyle's office sat "Scotty" Clement, who was busily engaged writing up his time card. Snapping his pencil point, he went into the Cost Department in search of a pencil sharpener. Glancing toward Miss Pierce's desk on his way out he discovered an ordinary size dock rat. Summoning to his assistance Dominick Mondanaro, crack window cleaner, and Guard Brady on duty in the lobby, he re-entered the Cost Department. Cautiously approaching the rodent (which had waited patiently all this time), our brave Ex-Sergeant Brady came down full force with his hammer on the object of all the excitement. With more than a little satisfaction he stooped to pick up the dead rat when lo and behold, he found it was a long handled typewriter brush.

Cheek

Seeing an advertisement of a safety razor company in the papers, a young man wrote the following letter to the firm:

"Gentlemen: Enclosed please find one dollar, for which send me a safety razor.

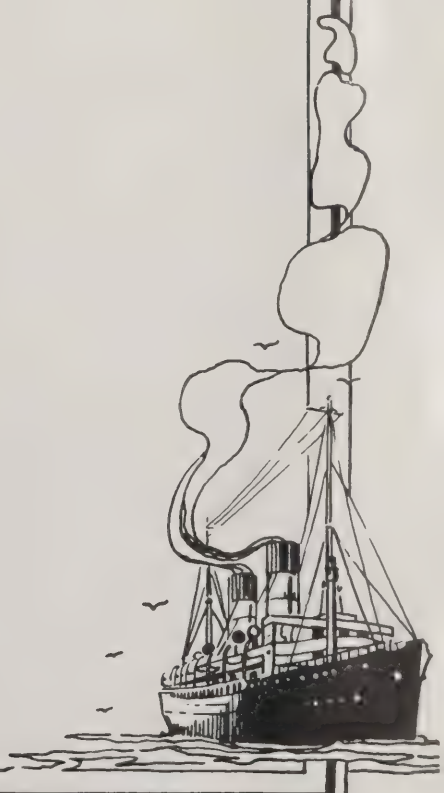
"P. S.—I forgot to enclose the dollar, but no doubt a firm of your sort would not hesitate to send me the razor."

To which he received this reply:

"Dear Sir: Your order received. We are enclosing one safety razor, which we hope will prove satisfactory.

"P. S.—We forgot to enclose the razor, but we think a fellow of your cheek does not need one of our razors."
—*Forbes.*

Mr. Edward P. Morse, active head of the Morse Dry Dock & Repair Co., has during his entire career specialized exclusively in *ship repairs*. He has never operated ships nor negotiated with the United States Government or the Shipping Board for the purchase of vessels or building contracts. He has no connection, direct or indirect, with any other person, firm or corporation engaged in the shipping or ship repair business.



The Future is Before Us
Not Behind

Each day brings newer and better equipment and methods into all mechanical arts.

A large record of past sales of equipment which measures up to previous standards of performance does not necessarily prove superiority for present and future needs.

The newly perfected Morse Fuel Oil System and Service mark a distinct forward step in oil burning technique.

Shipping executives and engineers are not interested in theoretical sales claims or history, but in assured future savings. The Morse Oil Burner will be installed on a basis of guaranteed performance and satisfaction. Such a guarantee, given by us, protects you from any loss and insures a substantial gain.

An inquiry stating your problem will bring full information.

Morse Dry Dock & Repair Co.

Main Plant:
Foot 56th St.
Brooklyn, N. Y.
Tel.: Sunset 5100

New York Office:
17 Battery Place,
New York City.
Tel.: Whitehall 1230

North River Branch:
629 West 23rd St.,
New York City.
Tel.: Chelsea 4555

The Printe-Wark Company of New York City

331.05
MOD

The MORSE DIAL

June
1923

MR. A. V. MILLER

Auditor (See Page 11)

MORSE DRY DOCK DIAL

VOL. 6 June, 1923 NO. 6

Men That Go Down To The Ships

OVER 2500 men pass through the Morse gate to and fro every day. Over 100 trucks carrying materials or supplies into the plant or away from it pass over the cobble stone entrance daily. Where do they come from and what do they do? These men, after entering the yard and punching their time distribute themselves to the forty or more ships on the docks or at the piers or enter the machine shop, plate shop, pipe shop, blacksmith shop, carpenter shop, etc. where they are contributing their efforts to accomplish the enormous task of maintaining the vessels that come into America's largest ship repair yard for reconditioning or repair. Here comes a truck carrying enormous valves or a huge propeller for a triple screw steamer, a repaired tail shaft, life boat, patterns or big castings. All the material purchased by the Company, amounting to several million dollars a year comes in through this gate, not to overlook the supplies which are purchased in great quantities from manufacturers of draperies, silverware, upholstery, ready made furniture for equipping the state rooms, dining salons and smoking rooms of the big ships.

It must be remembered that these men and this vast amount of material do not travel back and forth without careful inspection and appraisal. It is the job of the chief gateman and his corps of a dozen assistants to see that no one passes this gate unless they are bona fide Morse workmen or have definite business with the men of the shops or with officers on the ships; for not only our own equipment and property must be protected but also the fittings and appurtenances on the ships of our customers which lie either at our piers or in our dry docks. Curious hangers-on must be kept out. The element which is always looking for an opportunity to get on the ships for large or petty pilfering must be kept on the other side of the iron gates; and around the river fronts of New York this element is of no mean proportions.

Every man passing through the yard must show his identification badge and punch the time clock which indicates that he is a Morse employee in the plant, or he must have a signed and approved pass which states his business either in the shops or on a specified ship, the time that he entered the yard and the time that he left it, together with the name of the watchman responsible for handling him. Workmen on leaving the plant are not permitted to carry any bundles other than lunch boxes. This protects the Company against the theft of any equipment belonging to the plant.

In case of vehicles entering the yard, a definite record is kept in writing showing the name of the vehicle, the time of entering and of leaving, the name of ship or department to which it is going, the license number, the nature of material going in, nature of material going out and the nature its business. In the event of any private automobiles entering this gate, a similar record is kept including also the number of passengers in each car. This record is not only kept on the cars of outsiders but on the passenger cars maintained by the Company.

This same department, with its watchmen all over the yard, on the ships and on the piers, keeps informed of the shifting of vessels in, out and about the yard, so that at any time anyone can find out exactly the position of a ship, whether she has been moved from dry dock to a certain pier, or whether she has left for her uptown sailing pier.

This department is responsible for the protection of the yard day and night. There are forty boxes at which the watchmen must report during the twenty-four hours, and National District telephone reports are in the hands of the chief every morning. Chief William L. Myers, is in charge of this department; George Bull is Chief Gateman, Gus Schellien, Day Gateman, and Edward Ruoff, in charge of the night force.

A special movable time directory is kept on inspectors so that it is possible to know at any moment their whereabouts. Keys of all these shops and offices are turned in to this department.

Shall Shipping Board Work Go To Private Yards

Discussion by Marine Journal and Rear Admiral C. F. Goodrich, former Commandant of the Navy Yard—Mr. Morse's Stand Quoted.

THE present system of allowing Navy Yards to compete with private repair plants for Shipping Board work has created a great deal of comment in the newspapers and magazines.

Rear Admiral C. F. Goodrich, former Commandant of the Navy Yard, at Brooklyn, N. Y., in a letter to the N. Y. TRIBUNE describes it as a "short-sighted, unpatriotic policy that would starve our private shipyards." "When I was Commandant of the New York Navy Yard" he states, "I stopped, so far as I could, the manufacture of everything that could be purchased in the open market. It is an unholy competition which the politicians would set up by bringing the President Buchanan from Newport News to my old bailiwick.

"Besides the items you mention which the latter does not carry are power and light and water, drafting room, watchmen, inspection, etc. There is, as far as I know, no means, through accounting, to determine their cost other than a general estimate of overhead, which may be correct or faulty. Who can say?

"The Navy Yards are for the upkeep of the fleet. Nothing else is justified. Had I the power I would forbid the building of any naval vessel at a yard. The good Lord only knows what such craft really cost; whereas, if constructed by a private firm that cost is made out to the last dollar.

"I could cover a ream of paper with my views on this subject, so I earn your gratitude by saying no more. Keep at it, hammer away, and may good luck attend you."

The "Marine Journal" comments further editorially on the same situation as follows:—

"Good business judgment and a fine breadth of view are manifest by President Harding in approving the action of Chairman Lasker of the Shipping Board in awarding the contract for reconditioning the President Buchanan to the lowest responsible private bidder, in this case the Newport News Shipbuilding & Dry Dock Company. President Homer Ferguson rested his approval on the basis of a fixed bid as to time and cost, against a mere estimate of cost as presented by the Brooklyn navy yard. This estimate of the navy yard was so close to the firm bid of the Newport News Shipbuilding & Dry Dock Company that Chairman Lasker is abundantly justified in holding that the best course to follow is to award the contract to a private concern with certainty of the final cost, rather than to the navy yard, which might be compelled by the exigencies of the situation to spend considerably more than the estimate which it had submitted.

"Thus, in turning over the President Buchanan to the Newport News yard, the Shipping Board, as has well been said by Mr. E. P. Morse, the general manager of the Morse Dry Dock & Repair Company, 'is assured of a definite cost outside figure and a definite delivery date.'

"Undoubtedly, the action of Mr. Morse in making such a vigorous and unanswerable protest against the award of the reconditioning of the America to the Brooklyn navy yard has made a very deep impression on the authorities in Washington. Though that protest was, for the time, unavailing and the work on the America was given to the Brooklyn yard, nevertheless the episode aroused the country to the menace of "the Government in business." Award of the President Buchanan contract to the Newport News Shipbuilding & Dry Dock Company shows that the National administration has not totally forgotten its pre-election pledge. Let the navy yards of the country keep to themselves the naval reconditioning work, and leave the mercantile work to the private shipyards which equally with the naval establishments, are an indispensable resource of the nation in any international emergency.

"The Newport News yard has been having a most valuable experience in the reconditioning of the Leviathan. It will, undoubtedly, handle the President Buchanan in a way that will gratify the Shipping Board and the country. These German-built steamers, with American technical skill and progressive spirit brought to bear on them, are certain to amount to far better ships—more efficient, more economical and safer—than they ever were before."

An Old Clipper Comes into Her Own

EVEN though you have seen plenty of sailing ships lately—and you haven't—and even though you have sailed to your heart's content on square rigged vessels, you'll still give more than passing heed to the old sailing ship *Sophie*, soon to sail under new orders as the *Tusitala*. The intricate pattern of her rigging and her slim clipper lines may be seen on the cover of this month's *DIAL*.

If when she was on Number One dock in the Morse yards, you had looked closely at the top of her main truck, you would have seen an unusual flag. It puzzled us for a time. We consulted our directory of house flags, but nowhere could we locate anything like it. Closer scrutiny and inquiry brought out the fact that this was the emblem of the "Three-Hours-for-Lunch" Club. The three primary colors, red, blue and green, each formed a segment upon which was an hour glass. The fourth segment was white, representing a table cloth. We smiled at the ingenuity of the master minds, and suspect that Christopher Morley's imagination has had more than a little to do with the whole idea.

Photo by Levick

Deck View and Detail of Rigging of the "Tusitala"

The "Three-Hours-for-Lunch" Club is composed of writers and men interested in the sea, who each day lower their mainsails and drop alongside the Maritime Exchange Building and there take a snack of lunch and blend banter with solid talk.

It was here, so we are told, that the inspirational idea to purchase the *Tusitala* originated. And why should not these men who, after their interest in golf and their children are most consumed with the things of the sea, indulge in practical fashion their fancy for sea-faring ways. No sooner said than done. Someone heard that a beautiful old iron hulled clipper built forty years ago in Scotland was on its way to the ship wreckers. Here was a chance to save another of the old wind jammers from the fate of the *Glory of the Seas*. So the Club bought her.

What to do with her,—that was the next consideration. But that was easy. The composite imagination that fashioned the Club's pennant could readily conjure ways and means for using the *Sophie*. First a new name was necessary. Everyone knows Robert Louis Stevenson, writer of unimitable tales of the South Seas. The tale goes that the natives of Samoa, where he lived for many years, had named him *Tusitala*, which in their language means Story Teller. There you are. It was an inspiration and the club voted unanimously on *Sophie's* new name. And quick as a flash, like the shot responds to the trigger, it was concluded that the new figure-head for the ship should be the face and brow of Robert Louis Stevenson, sweeping back from under the bow-sprit. And after all, what is an old sailing ship without a figure-head! Modern ship architects have neglected it entirely and ships have lost some of their glamour thereby. But the *Tusitala* will have a figurehead, and Dwight Franklin has been commisioned to do the decoration for the bow of the ship.

There must be the flavor of the old time sailing vessel,—that was certain in the minds of the originators. Adventurous expeditions were next in order, and plenty of suggestions fell fast from the lips of the new owners; the spell of the South Sea Islands captured the imagination of most of them. Away on a cruise where the languor and witchery of Tahiti beckoned and ensnared! Some favored a cruise through the Spanish Main, touching first at Bermuda, and then running to San Salvador, laying to off this famous island at nightfall, and at daybreak making the identical landing of Columbus, disembarking on the spot where the great discoverer first set foot on the new world. They plan to enliven their trip with sea chanteys and the sports of the old time ships, deep sea fishing and the heaving of the deep sea drag,—all of the old time lore of the sea. They mean to see a great ship of three thousand tons displacement tacking and wearing.

But we are getting away from the log of our Number One dry dock. Let us speak now in *numerical* figures. The *Tusitala* is not a phantom ship—not a

mere figment of imagination. She is a regular sea going outfit, 261 feet between perpendiculars, 1753 gross tons, and a dead weight capacity of 2500 tons, with a 39 foot molded breadth, and 23.4 foot depth to her hold. After having been towed from Baltimore where she lay unused for two years, she was lifted on the dry dock for survey, examination and painting. Her hull was found to be in excellent condition.

Her present master, Captain Hans Mikkelsen, has commanded her for five years and speaks of her as the fastest ship he has ever sailed. According to Captain Mikkelsen she has never been passed at sea by anything under canvas. Her log books show consistent runs of sixty knots a watch.

The leading spirits in the enterprise of fitting out this fine ship are Christopher Morley, the author of "Where the Blue Begins;" Mr. R. W. Boissevain, well known in the shipping fraternity; Franklin Abbott, an architect, and Felix Riesenberg now in command of the Schoolship "Newport." They comprised the original group that launched the project. A number of others have aided financially and with advice.

Forty years ago the master ship craftsmen built the *Tusitala* in Greenock, Scotland, with an iron hull and three masts. As she stood on our Number One dock last month, this tall ship, taller even than when in the water, called to mind in the imagination of the younger men in the plant tales of adventurous journeys under sail. To the older men it brought back memories of the days when the Morse Company was in its infancy, and when there were no other ships to handle except brigs, brigantines, and sailing ships.

We wonder whether it did not stir Mr. Morse just a little bit and carry him back to the days when as a shipsmith, he went aloft to fit the keys and make them ready for the rigging. In contrast to the steam propelled and Diesel Engine ships in the yard she was a picture out of the past.

The re-christening of the *Tusitala* is planned to take place in the Morse yards, and elaborate plans are being made for this event. It was hoped that Joseph Conrad, conceded to be the greatest living writer of sea-stories and the author of "Lord Jim" would act as sponsor for the ship, but unfortunately it was necessary for him to sail for Europe, cutting short his visit to America.

Sea Fever

I must go down to the seas again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by;
And the wheel's kick and the wind's song and the white sail's shaking,
And a gray mist on the sea's face, and a gray dawn breaking.
I must go down to the seas again, for the call of the running tide
Is a wild call and a clear call that may not be denied;
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume, and the seagulls crying.
I must go down to the seas again, to the vagrant gypsy life,
To the gull's way and the whale's way, where the wind's like a whetted knife;
And all I ask is a merry yarn from a laughing fellow-rover,
And quiet sleep and a sweet dream when the long trick's over.

John Masefield.

WHERE MR. MORSE SPENT HIS EARLY BOYHOOD

This charming spot has come to be known as "The Enchanted Village." Charles Hanson Towne reflects the atmosphere of this idyllic corner of the world in his book "Ambling Through Acadia."

Drydocking a Drydock

Boston's Largest Floating Dry Dock Placed in America's Largest Floating Dry Dock in the Morse Yards

WHEN the Morse Company built its 30,000 ton capacity dry dock, its primary function was to lift high and dry out of the water, the big triple screw liner, and smaller passenger and cargo ships that come into the Port of New York every day for repair and reconditioning.

But last month came a new use for the big wide winged floating dock. The Atlantic Works which has recently purchased a steel dry dock for their own use, wanted certain reconditioning and examination made before they towed her to Boston, where she is now the largest floating dock in that port. Our No. 2 dock was the only floating dock in the United States capable of accommodating this mechanism.

The Atlantic's steel dry dock was purchased from the Shipping Board about two months ago, and towed to the Morse Dry Dock & Repair Co. in three sections from Mill Basin, Jamaica Bay. For a few days after her arrival, she lay alongside the pier for above water examination and preliminary riveting together of the sections. Then she was towed from the pier, two tugs guiding her on either side into position at the end of our dock, submerged and ready to receive her.

It was an unusual job. Although not of as great weight, she differed in shape from the great ships that our dock was planned for. The bilge blocks had to be set for a flat bottom bulk instead of the curves of the ships' sides, but the dockmaster had done all this in good time, so when the steel dock settled, she was solid and square. 2300 dead weight tons she weighed, 430 feet in length with a 90 foot beam and a lifting capacity of about 8,000 tons. As she settled on the blocks her wings paralleled the wings of the Morse dock, having a resemblance for all the world to the colored toy blocks children fit one into another, but these were man sized toys that the Morse Engineers and Dock Master were working with.

On leaving the Morse yards, this dry dock was towed to Boston by the New England Fuel & Transportation Company, three or four days being consumed before her arrival at the Port of Boston, where she will be in commission to dock her first ship sometime in July.

In addition to this dock, the Atlantic Works has a small 500 ton floating dry dock and three railway dry docks. With this equipment, the Company will have the largest and best equipped ship repair yard in the Port of Boston.

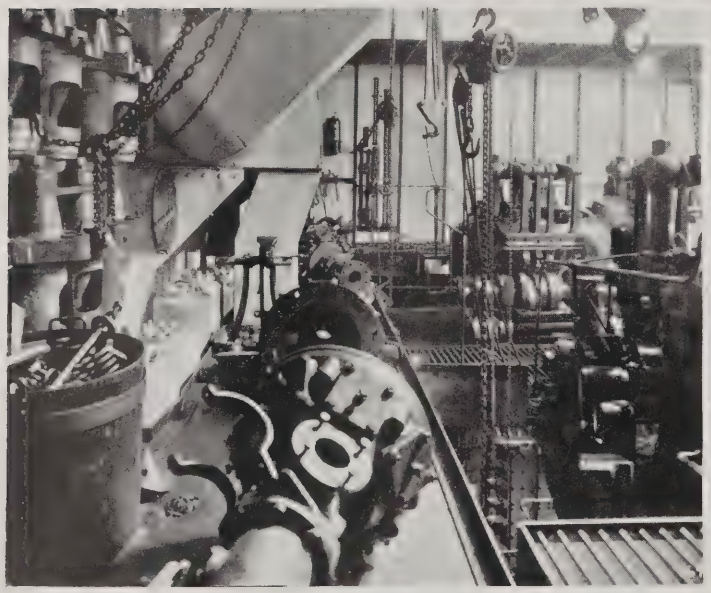
Mr. Paul J. Bertelsen, Works Manager of the Atlantic Company, was with us during the time that their dock was in our yard, supervising the work.

Two Examples of the Latest Type of Foreign Built Motorships.

The Norwegian M.S. "Hallfried" and the British M.S. "Durenda" were Among the Recent Large Diesel Engine Driven Freighters to Utilize the Services of the Morse Diesel Engineering Department.

Below: Overhauling main spray air compressors on Motorship "Durenda."

At Left: Norwegian Motorship "Hallfried"



To Right: British Motorship "Durenda" now on her way to Australia. *(See Page 16 for Noteworthy Features).*

Above: Refitting bearings on main engines Motorship "Hallfried"

WAR DEPARTMENT
OFFICE OF THE QUARTERMASTER GENERAL
WASHINGTON

IN REPLY REFER TO: QM 231.81 T
"U.S.Grant"

May 31, 1923.

Mr. E. P. Morse,
Morse Dry Dock and Repair Co.,
Brooklyn, N. Y.

Dear Sir:

I desire to express to you and to all members of your organization an appreciation of the very excellent manner in which the work in connection with the repairs and alterations made April 25 - 27, 1923, to the Army Transport "U. S. Grant", were accomplished.

As the repairs and alterations were in preparation for a voyage to the West Coast, via Porto Rico and Panama, especially arranged for the Secretary of War and representatives of important Committees of Congress, it was especially desirable that there should be no delay in the sailing date. That the vessel sailed on the exact hour and date scheduled was made possible by the accomplishment by your company, during the seventy-eight hours available, of the great amount of work necessary.

The promptness with which the work was started, and the way in which it was carried on, without confusion or delay, clearly demonstrated the efficiency of your organization. Every employee of your company seemed to have not only a personal interest in performing their own work in the best manner possible, but an earnest desire to assist in every way the completion of the task set your organization within the limited time available.

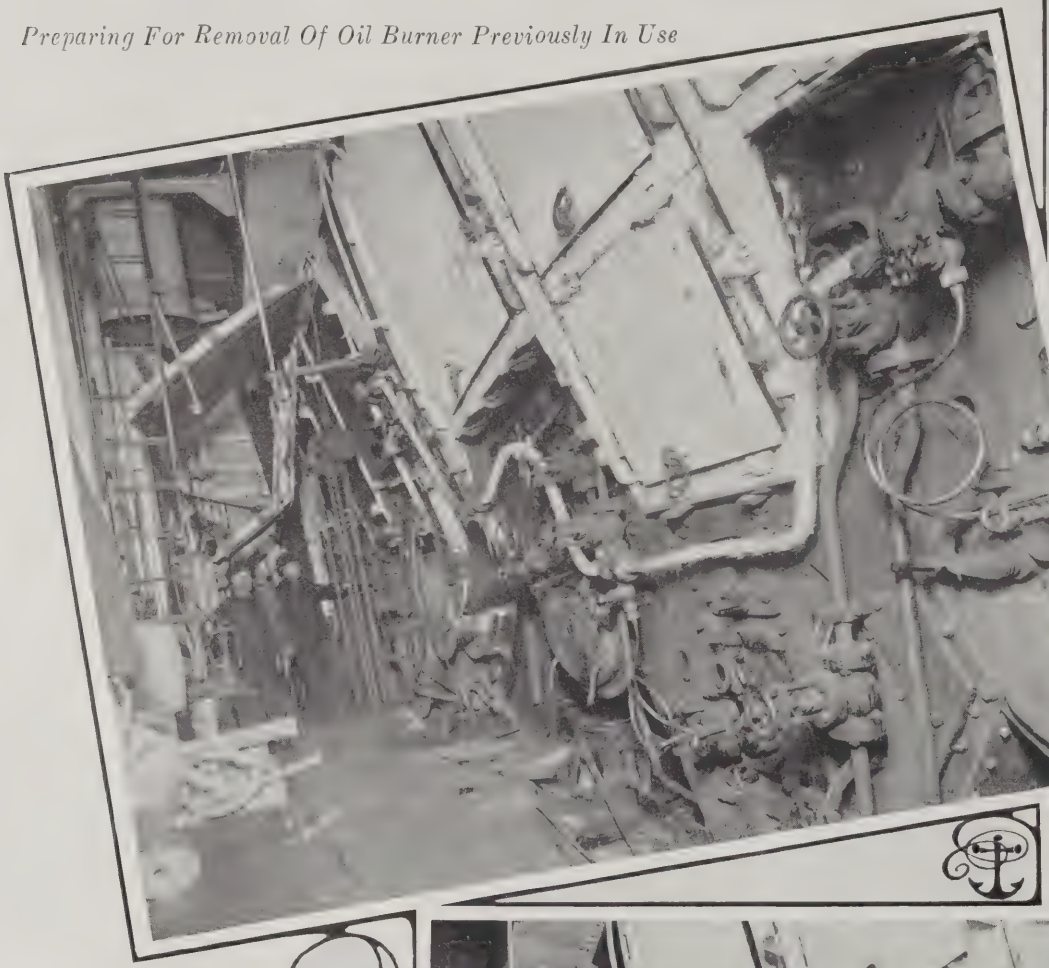
Sincerely yours,

[illegible], Q.M.G.,
Brigadier General,
Chief of Transportation Service.

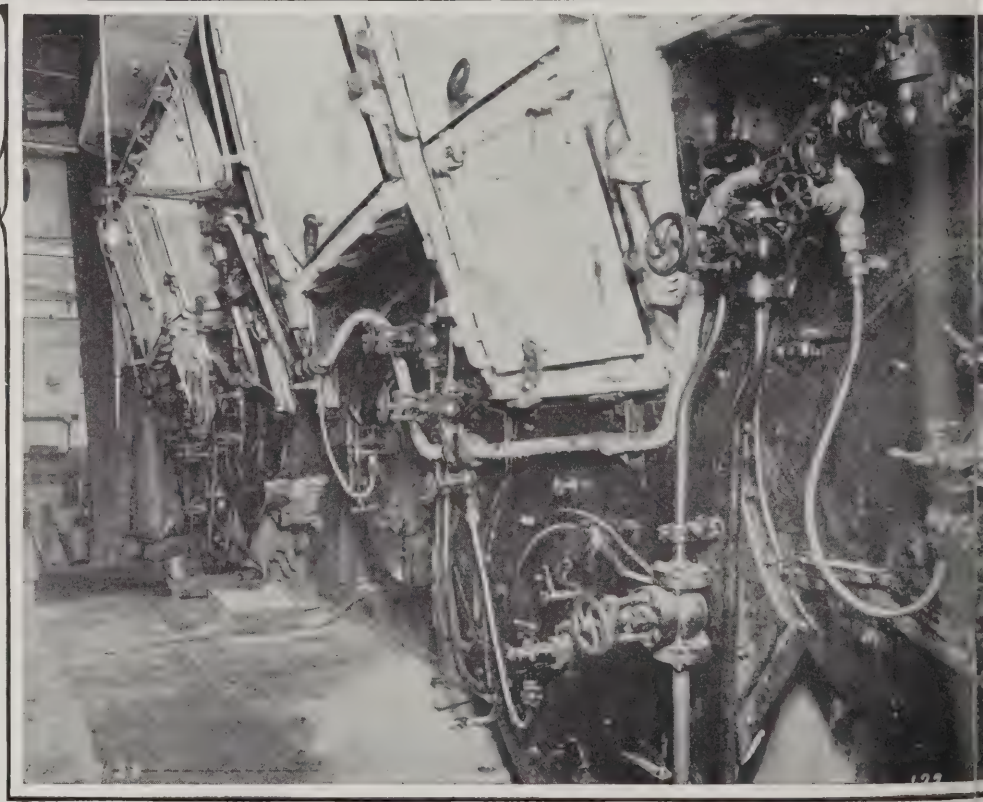
ACD:SP

Army Transport "U. S. Grant."

Preparing For Removal Of Oil Burner Previously In Use



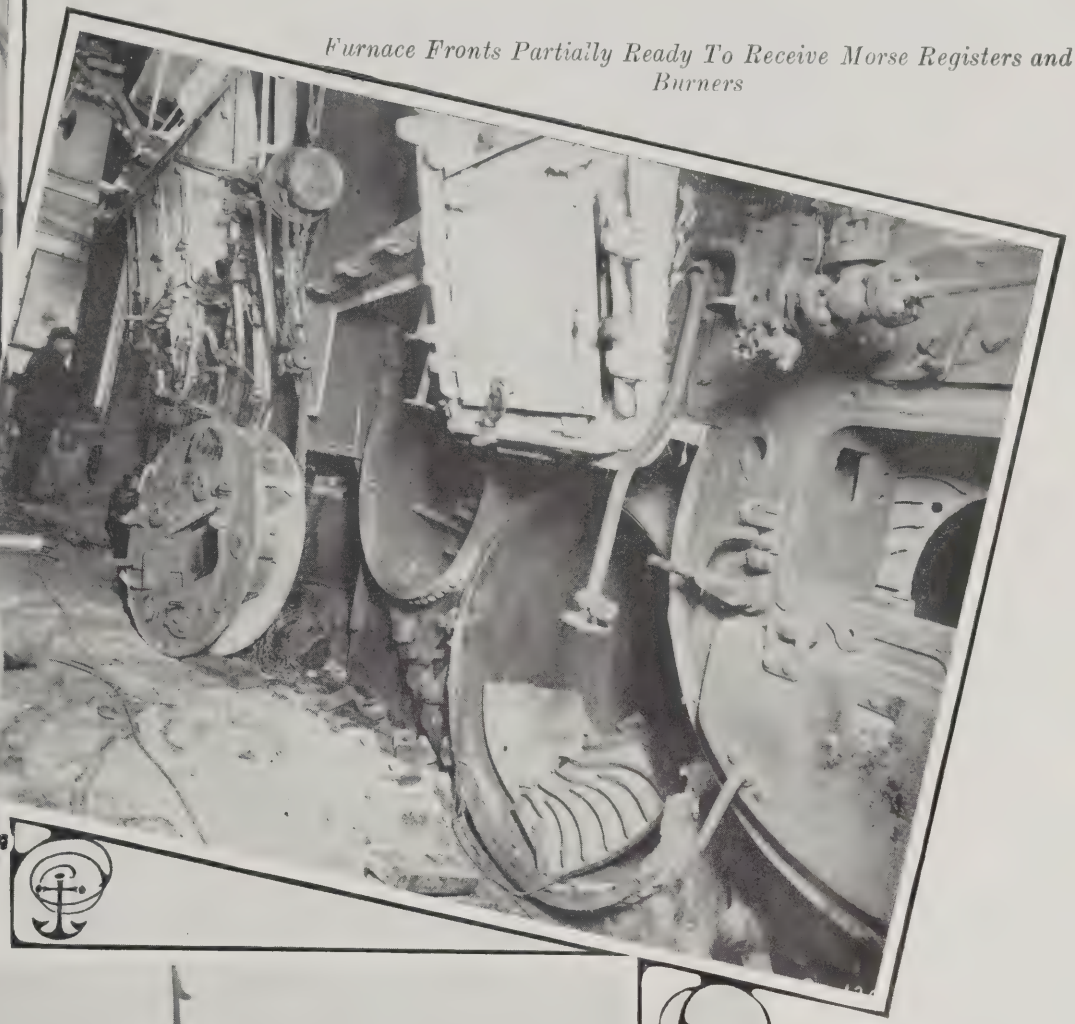
Stripping



Morse System With Special Reid Air Distribution Equipment Installed

A Quick-Action Installation

Old Equipment



Furnace Fronts Partially Ready To Receive Morse Registers and Burners

Vessel Under Steam (Without Smoke) Ready to Sail, 3 Days After Start of Job

the Morse Fuel Oil System

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL

Vol. 6 A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the Interests of the Company. NO. 6

FRANK ELY, Editor

On Making Decisions

INDECISION has a way of upsetting people's calm and assurance and of making of their lives, stammering and hesitating things. "I wish I knew what to do about this?" We have heard nearly everyone we know ask this question.

Frequently decisions on a great variety of things are not limited only to men and women who carry a great responsibility, but everyone is called on at least two or three times a day to make a decision as between two alternatives. "Can I afford to do this?," "Shall I form this or that attitude towards this man," "Shall I become involved in this or that...." Of course, everyone comes to certain places in their lives, where decisions involve several persons as well as a considerable amount of money. Such problems require calm consideration, and cannot always be decided promptly.

In most of our big decisions, we can never tell in advance exactly what will be the result, otherwise it would not be difficult to decide. As a result we are prone to keep putting off decisions in the hope that some external circumstance will show itself and decide the problem for us. This is a risky thing to do, for nine times out of ten such fortunate circumstances will not appear, with the result that we have only postponed the inevitable.

We hear of this or that big man who has become well known because of his ability to decide quickly, what are apparently involved problems. It is safe to say that this man is big primarily because he is able to make decisions. It is what has permitted him to grow into the big position that he now occupies. Postponing decisions stands in the way of our own development. The big man has had to learn the process of deciding, even though at first he decided many things wrong. Decision requires courage and will, especially in pressing and involved situations.

Do not let other people or circumstances decide things for you.—Do it yourself. Try a decision or two; you'll be surprised what a new independence of feeling you get from it. It will keep you from being flabby and morally short winded.

Morse Service Goes 'Round the World

THE open season for vacation tourists abroad is on. Ship news of the daily newspapers is crowded with the names of distinguished passengers on trans-Atlantic liners, and calls to mind the various ships on which Morse men have put their best workmanship.

Take the United American liner "Resolute" for example, so long in our yards. On June 8th she completed her round the world cruise of approximately 30,000 miles, during which time the ports of sixteen different countries were visited.

This modern and complete vessel afforded passengers "the most glorious experience of a life time" as the advertisements say, permitting them to visit strange people in strange lands,—the tombs and pyramids of Egypt,—the Taj Mahal of India,—the colorful cities of Japan

and the bizarre villages of Indo-China, fascinating beyond description.

Travelling by sea today is not what it used to be in the old days. Today, liners are equipped with all the luxuries of an exclusive club. Many of the steamships publish and print their own newspapers aboard. The "Aquitania" has a complete linotype machine and a force of six men—editors, printers and reporters, that take care of the ship's news. The "Mauretania" and the "Berengaria" have also installed linotype machines for the printing of shipboard news. Preliminary plans for the "Leviathan" include negotiations with a large sized theatrical contingent for the purpose of giving nightly performances on board the ship. Radio, even in mid-Atlantic carries the stock market reports and baseball scores to the vessels. On many of the Atlantic liners branch banks are now being opened.

When we see these modern vessels, veritably "Cities that go to sea" we begin to get a picture of the extent and importance of the work that the Morse yards have in this vast business of ship commerce. Even though many of us have never travelled to distant ports on these vessels, we have sent with them around the world, an example of ship workmanship that will win friends for the Morse Company wherever ships sail.

EMPLOYEES ASSOCIATION

Annual Outing

Saturday, July 21st

at

Bayville, L. I.

(Marino's Bayville Casino)

Busses start from the Morse Plant at 9 o'clock on the morning of the 21st en route for Bayville.

Tickets $1.50
Children (under 12) ..... .75

Well Known Men in Morse Co.

A. V. MILLER, *Auditor*

MR. A. V. MILLER, Auditor of the Company has probably crowded a greater amount of real experience and knowledge of accounts into a shorter period than any other man in the executive end of the ship repair business. His intensive training with the Illinois Central Railroad Co. and his rapid advancement through its varied phases of accounting made him familiar with the procedure of big business before he came to the Morse Company where he has been established as Auditor for the past six years, and where his personality has gained the confidence and respect of everyone with whom he has had any dealings in the plant, and that practically means everyone.

Mr. Miller is a real Southerner, hailing from New Orleans, La., where he was born and lived to early manhood. Leaving school in 1903 at the age of 11 his first job was in a local department store where he continued for three years, completing his grammar school education in the evening classes of the Public Schools of New Orleans, and later graduated from the Hoffman Preparatory School in Chicago, where he was chosen Salutatorian of his class. Subsequent to this he attended evening classes at the Northwestern University School of Commerce in Chicago, specializing in accounting.

In the meantime he had entered the employ of the Illinois Central Railroad as a messenger at the age of 14, and promotions followed at frequent intervals until he ultimately became Division Accountant for one of the largest divisions of this important railway system. His first big step was made when he became Assistant Division Accountant at New Orleans. His various positions gave him a thorough training in every phase of time-keeping, shop, stores, disbursement and operating accounting. For a considerable period he had charge of accounting on all construction work of the division.

Later he was appointed Travelling Auditor assigned to settlement of joint facility accounts with connecting lines, reporting directly to the General Auditor in Chicago. Following this he became Contract Accountant in the office of the General Auditor where he was in charge of examining all bills, so as to insure their rendering in strict accordance with terms of the contracts. This gave him a practical insight into the importance of contract law.

For 18 months he was Assistant Statistician in the office of the Vice-President, engaged in the analysis of all operating expenses for both the General Manager and the Vice-President. Here he prepared all applications for appropriations covering improvements as well as the annual budget for the system.

Later Mr. Miller accepted the appointment as Division Accountant for one of the largest Divisions of the railroad,which position he left to accept an appointment as Auditor of the Morse Dry Dock & Repair Co., on November 1st, 1917.

Since coming here he has entirely reorganized the Morse accounting system and is in complete charge of all accounting matters. Government representatives of several departments and others who have had occasion to audit accounts rendered by this Company have spoken in the highest terms of Mr. Miller's system which has been in operation for the past six years. The accuracy and ease with which all bills rendered by the Company can be audited in detail with original records under this system, is a source of satisfaction to those of our customers who make it a practice to check their repairs while in progress.

"WONG KUNGI, 7th Century, A. D. on being asked by the Emperor KAO TSUNG the secret of the harmony in which three generations of his family had lived, wrote the single word "FORBEARANCE" many times."

Employees Association Directory
Officers

President, LOUIS T. FISHER, Timekeeper's Department; Vice-Pres., EUGENE CALLAGHAN, Dock Hands Department; Secretary, JAMES M. DOREMUS, Office; Treasurer, EDWARD J. HANNAVIN, Storeroom

Relief Committee, CHARLES WINKLER, Pipefitters Department GEORGE BULL, Gateman JOHN GREENE, Outside Machinist

Mr. Morse Presents Colors to Post

In Honor of Robert I. Porter, the First Employee of the Morse Yards to be Killed in Battle in the World War

ON the occasion of the first formal dinner of the newly organized Robert I. Porter Post of the Veterans of Foreign Wars, the Post's colors together with the National flag were presented to the organization through the courtesy of Mr. Morse.

Robert I. Porter, in memory of whom the Post is named, was an employee of the Morse Company for four years. His apprenticeship was completed and he had started on his career as a master mechanic.

In spite of this he was one of the first men to enlist, on May 6, 1917. He went to France in the latter part of the same year, and was killed on the field of battle October 6, 1918, the only casualty from among about four hundred who went to war from the Morse Company.

Mr. Morse was unable to attend the ceremony, but was represented by Mr. Hanbury who presented the colors, saying:—"It is indeed a privilege to participate in these formalities this evening. I have been somewhat acquainted with the laddie in our works, who after serving his three years of apprenticeship became a full fledged mechanic with full mechanic's wages. In the early part of 1917 he came to the conclusion that while we needed him in the Morse Dry Dock & Repair Co., he was restless, and finally decided to enlist. I shall never forget the wonderful lasting impression that I received when some months later in the Morse plant, a bugle began to play, and when the word came round that Robert I. Porter was killed in action, every one of the 8,000 men in the plant laid his apron and tools aside and stood with bowed head. It seemed as if each man had lost a personal friend.

"Very often all of us are prone to forget quickly what happened yesterday," continued Mr. Hanbury, "the brave acts of this laddie and others like him must not now and shall not ever, be forgotten and these colors the Morse Dry Dock & Repair Co. is privileged to present to your Post, in honor of that boy, Robert I. Porter, who gave up his life for his country, and after whom your Post is named. We should all cooperate in perpetuating the spirit of this splendid hero and comrade."

A Dramatic Moment

J. A. Herrlein, of the Superintendent's office, who has crossed the Atlantic four times, sends in the following incident he encountered.

"We were in the middle of the vast Atlantic in a thick fog. The whistle blew weird blasts at short intervals.

A member of the crew with telephone in hand stood constantly at the bow peering through the almost unpenetratable fog for whatever might approach as the vessel proceeded at about half speed.

Suddenly, like a knife through a curtain, appeared the bow of another vessel. Almost immediately we listed and everybody ran to port side to see what the trouble was. There was a ship passing less than 300 yards away.

It was only cool-headedness, quick thought and action on the part of the seaman at the bow and the Captain at the helm that prevented what might have been a disastrous tragedy resulting in the loss of thousands of lives."

The above incident will be found in the log of the S. S. "Kaiserin Augusta Victoria," now the "Empress of Scotland" dated June 14, 1921. The vessel that almost collided was the S. S. "Philadelphia."

Delivering the Goods*

IN this expression of the streets, we find a sentiment similar to and descriptive of the conditions in a big business, plant or factory. It is at least amusing if not laughably ridiculous, to listen in now and then and catch the glammerings of prejudice and jealousy of those who know better than the "super" himself how to run things.

Always and probably righteously so, there exists a feeling that every force in the organization is not being used to "deliver the goods." We have known such to be the case and have allowed it to exist for no other reason than a fear that we might hurt the "Boss's" feelings. And yet let me say right now that any boss whose feelings are capable of being hurt in that way, must have been accidentally made a boss.

On the other hand, it is possible and dangerously probable that there are persons in authority in every plant not "delivering the goods," and if a hint were dropped that such a prominent person stood in the way of the company's success, it would be almost like touching a light to gunpowder.

Every man possesses an individual opinion of himself and unless he is a confirmed sluggard or devil-may-care, *must* know at least whether he is "delivering the goods" or merely procuring a meal ticket.

No matter what the size of an organization, be it your own or the other fellow's, —the Morse Company or the U. S. Steel Corporation or any other representative body — every employee, big or little, whether he knows it or not, stands in his light and reacts to the detriment of the company when he is not "delivering the goods." Consequently, suffering results though the culprit is not conscious of the fact, and suffering costs money and money "makes the mare go."

Therefore, forget your jealousies and prejudices and concentrate your efforts on "delivering the goods."

* By "Mac." "Mac" is not a fictitious person but a real man, well known throughout the yard and offices as "the optimist."

Morse Follies

By E. E. Donnelly

C'MON-TOM A LITTLE FOOT-WORK — STAY RIGHT WITH HIM — "
THE LUMBAGO WALLOP
"I GUESS I GOT YER GOING NOW, SON"
FATHER TIME
PLUNKETT'S DOCTOR
" HEY- WHAT ARE YER SO HAPPY ABOUT-DIDN'T YER EVER SEE A FLIVVER BREAK DOWN BEFORE- !!!!
"YES-WE HAVE NO BANANAS"
FORD
TOM PLUNKETT IN COMPETITION WITH OLD BOY FATHER TIME.
EXCURSION BOAT
PARADE AND BANDS
AND —
CHOWDER HATS
BEER.
HENRY ROCHELLE DREAMING OF A REAL OLD TIME OUTING.
"IF THESE BIRDS WOULD INSTALL THE MORSE FUEL OIL SYSTEM, THEY WOULDN'T BLACKEN UP THE WHOLE HARBOR AN' BESIDES THEY WOULD BE SAVING A LOT OF MAZUMA!!
D.J. IRISH GIVING THE SHIPS THE ONCE OVER ON HIS DAILY TRIPS FROM STATEN ISLAND TO BROOKLYN.
SCOTTY BEING TOWED TO THE FORD HOSPITAL.
CAPT. ARENTZ STROLLING THROUGH PROSPECT PARK WITH THE MALACCA STICK THAT GEORGE NAYLOR DIDN'T BRING HIM FROM ABROAD.
TRYING OUT VAN G.'S $8.60 TUG-OF-WAR SUIT THAT HE GOT FOR $6.60.
" ALL RIGHT BOYS - DO YOUR STUFF, I KNOW IT'S A GOOD SUIT "
THE WHISTLE THAT CAME WITH THE SUIT.
"YER-O-O-O-O-O-O-O"
ED. DONNELLY.
"ALL TOGETHER BOYS"
BILLY CHAMBERS
CHARLEY SMALL
W. CRAIG
CHARLIE CROW
"O-BOY THAT'S SOME SUIT."

Not only Crowe and LaCombe, but *everybody* is a "bird" to Bush.

McDougall offered to have the ship lay to in case "Joe" wanted eggs for breakfast.

We see Otto Rickie is in the Copper Shop.

Yes? Why, what's the matter with the butcher business?

Oh, Otto would rather bend copper pipe than a chunk of steak.

McDougall, Inspector, has taken to raising kittens. He is getting his instructions from Van Geldren as to how much milk a kitten should get per day and how long he should feed same before the kitten is able to ask for item numbers.

Jack Nevada's car has returned to our yard after her winter's fumigating. She looks good in her new summer suit—in fact so good he takes the corners at 55 miles per. Jack, be careful; the cops don't sleep all the time.

Charles Holmburg likes his Black & White all right. At the Supper that's all he could ask for. Well, Charlie had to be content with White & Gold.

Another One On Henry

The other day a big car pulled up at a filling station out of Chicago some miles. The driver asked—"How far is it to Chicago?" Answer — "140 miles." "All right, give me twenty gallons of gas and a gallon of oil."

Later came another big car and asked—"How far is it to Chicago?" Answer—"140 miles." "All right, give me ten gallons of gas and a half gallon of oil."

Comes next a Ford. "How far is it to Chicago? Answer—"140 miles." "Is that all. Well, give me a quart of water and a bottle of Three-in-One Oil."—*The Marathon Runner.*

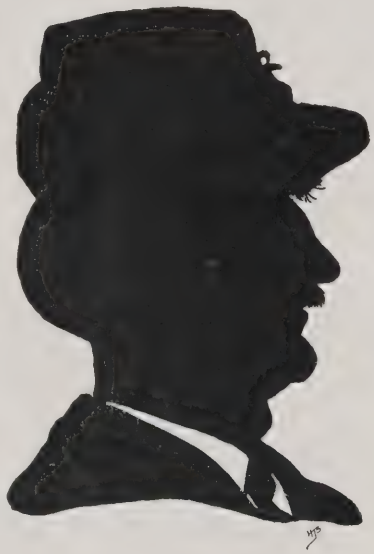
"Where do you bathe?"

"In the spring."

"I asked you where, not when?"

—*Selected.*

Whose Profile?



Who always pulls the latest gag,
We ask you, who's the greatest wag,
Who cooks the finest Kaffee-Hag?
The Captain.

Mike—"So you believe in socialism now Pat."

Pat—"Sure I do, it's the only way: divide up everything equal."

Mike—"You mean that if you had two horses you would give me one?"

Pat—"Sure I would."

Mike—"And if you had two cows, would you give me one?"

Pat—"Of course I would."

Mike—"And if you had two pigs, would you give me one?"

—"You go to H——! You know I got two pigs."

Not That Kind

Little Willie was enjoying a play with his kittens on the street when a gentleman passing by asked him the names of the kittens.

"Joe and Jerry," was the prompt reply.

"Why not call them Cook and Peary?" the man then asked.

"Go on, man," Willie said, "these ain't no pole cats!"—*Ex.*

To the "Boys" from "Blackie"

Dear Old Pals:—

I am almost ashamed to write the Boys and try to thank them for that wonderful time they gave me.

I have been so busy working late at night to get rid of the cars up at the garage that I haven't had time for anything.

I finished and passed the last tank tonight and now I haven't an item for tomorrow.

I am sure the Boys understood what a condition my mind was in on Saturday night and I was so surprised with them giving me a watch that I did not know what to do or say.

I am indeed proud of that little time-piece and as long as this old rebel lives I won't forget the boys that gave it to me.

I miss the Bunch and I can't help but think of them every spare minute.

And if I lived to be a hundred years old, I am sure I could not meet a bunch of truer friends, of real Pals, than the Boys I left in the old Hornet's Nest.

I want to thank each nut and each ground wire and all the spark plugs for their many kindnesses to me, and I wish each of them a long happy life with lots of Soap—plenty of ships and no shape-ups.

With kind regards to all, I am

As you know,

"BLACKIE"

Some Party

Capt. Monk of the Ark—What's the cause of all that boisterous mirth in the fo' castle?

Q. M. Club—It's the laughing hyena, sir. He ran across a couple of young giraffes holding a necking party.

—*N. Y. Globe.*

She Knew "Pop"

This chap sat in a fashionable coiffeur's shop with his little daughter, while his wife was having a marcel wave put in her hair.

The little daughter, as she played about, patted her father's bald head and said in a loud voice that all the ladies who were getting waved could hear:

"No waves for you, daddy—you're all beach."—*Selected.*

The Mooted Question

"How would you like to sign up with me for a life game?" was the way a baseball fan proposed.

"I'm agreeable," replied the girl, "where's the diamond?"—*Selected.*

Mr. J. Henry Small (marine insurance agent) to Mr. Boyle (admiring his stick pin):—

"What an odd pin! I know an old man down in Sailor's Snug Harbor who would give a hundred dollars to see that pin."

Boyle: "I can use the money; I'll go down and let him see it."

Small: "The poor fellow is *Blind.*"

Boyle: "O. I. C."

Bill Borgeson is what we call a real "Dyed in the Wool" Brooklyn fan. (Bill still thinks the "Robins" will win the pennant).

R. Halberson, formerly time-keeper has been transferred to Cost Department as a bill clerk.

J. G. Kohl has been transferred to Mr. Stratton's Department.

J. A. Herrlein has been transferred from the Disbursement Department to the Superintendent's Office.

George Hunt of the Cost Department has been away on a vacation and reports having had a dandy time.

KOHL BUNK ers

Herrlein wants to know whether a safety pin is a closed (clothes) pin.

Wilson of the Cost Department wants to know whether a port light is the light that shines from the port holes at night. Anyone who can enlighten him on the subject please communicate with him.

Eddie the II of the Disbursement Department shaved last night. Eddie shouldn't place too much faith in the old adage: "Never raise a razor 'less you want to raise a row."

An example of the wide variety of merchandise purchased by the Morse Company is an invoice covering 10 yards of muslin, 24 towels, 5 yards of cheese cloth. The dry goods firm, evidently thinking the material was for another dry goods house, billed us as "The Mose Dry Goods Company."

McEwen, requesting two drillers to go over to work on a ship at the Army Base: "I want two drillers to go over and drill a hole in the Army Base."

The Office Cat Says—

There Is No Truth In The Rumor

That Tom Plunkett is going to run for President on the Democratic Ticket.

That Mrs. Waterman cornered the market on strawberries.

That everyone is crazy about the Curry of Lamb served in the Lunch room.

That Mr. Wilson of the Cost Department lights his cigars with a five dollar bill.

That Mr. Reese was seen talking seriously with a Rolls-Royce salesman.

That Mr. Boyle's gang is composed of Speed Demons.

Mr. R. R. Piper, Assistant Treasurer of the Company, was married on May 19th, to Miss Ellen O'Connell, of Chicago. The ceremony took place at the Little Church Around the Corner. A few days trip immediately following the wedding will be followed by a more extended honeymoon later in the summer. Mr. Piper's popularity is shown by the voluntary and generous gift on the part of the employees of the Company to Mr. and Mrs. Piper.

Guess This—and Win the Clam's Rubbers

Who works hard but never crows,
Who puts on the monthly shows,
Handles everybody's woes?
You may guess this one—still who knows?

Newcomers in Office

A Doran, R. Saviall, W. Kulmann, new office boys.

Mr. P. Gaynor, North River Branch, V. Braithwaite, Storage Dept., E. Bulletti, Disbursement Dept., Elsie Johnson, Cost Dept., H. Poeschmann, Cost Dept., J. Shannon, Treasurer's Dept.

At the Casino

THE show was over and the last strains of "Bambalino" were still jazzily in the air when 15 girls from the Morse Company left the "Casino," adjusting their complexions and pushing their furs back just a little further on their shoulders. Mrs. Waterman and Miss Jensen, official chaperons for the theatre party, gathered their "wild flowers" about them, and started for home about 11.30 on the night of June 7th. The party was given under the auspices of the Employees' Association in behalf of the girls of the office. Those who attended "Wildflower" were:

Anne Badger, Helen Brett, Edith Brown, Mathilda Capper, Helen Ellis, Dorothea Gatje, Helen Hayes, Elsie Johnson, Anne Miller, Eleanor Nelson, Catherine Nieman, Carrie Pierce, Helen Poechemen, Elizabeth Rose, Mary Travers, Miss Jensen and Mrs. Waterman.

There is some doubt as to the color of the high powered car recently in the yards. Some say it was a yellow car, others insist that it was a "brown" one.

Noteworthy Diesel Features on M. S. "Durenda"

A RECENT interesting visitor to the Morse yard was the Motorship *"Durenda,"* one of the handsome vessels comprising the motorship fleet of the British India Navigation Co. The *"Durenda"* made the Port of New York under charter to Norton Lily & Co., and utilized the services of the Morse Diesel Engineering Department to place her Diesel machinery in first class condition before starting on a long voyage to Australia.

The *"Durenda"* is a very modern vessel of 12,000 tons dead weight, and is propelled by two 8 cylinder Diesel engines developing 3,000 Indicated Horse Power each. She is equipped with electric auxiliary machinery throughout and the current for operating these auxiliaries is supplied from three Diesel electric generating sets.

Aside from the interest aroused by this vessel as a splendid example of modern motorship she was interesting as being the first motorship to visit New York equipped with Diesel engines manufactured by the North British Diesel Engine Company. This Company instead of building engines under a license from Continental engine builders, as is done in most British Diesel Engine plants, have developed their own design, which includes some noteworthy features. The well tried four cycle cross head type has been adhered to, but some radical departures from conventional design are noted, particularly in that of the reversing mechanism. Instead of pulling the push rod rollers away from the cams when the camshaft is to be translated for reversing, the push rods and their rollers remain stationary and the entire camshaft with its supporting brackets is dropped away from the rollers, the shaft is translated to the reverse position and then raised again to the operating position. The apparently difficult problem of handling the large weight included in the cam-shaft with all of its brackets has been solved in a very simple manner and the whole gear operates with the most pleasing smoothness, quietness and rapidity.

When the *"Durenda"* arrived at the Morse yards after a trip from London, England, the condition of the engine room as to cleanliness and mechanical condition reflected great credit on Chief Engineer Russell and his assistants, as well as on the builders of the machinery. After discharging ballast the *"Durenda"* took on a full cargo of freight from Australia and thanks to the facilities offered to ships in this Port by the Morse Company for rapid and skillful Diesel Engineering Repair work, she departed on her long voyage with all her machinery operating smoothly and in the best of condition.

While in the yard the *"Durenda"* was visited by numerous people interested in the application of Diesel engines to large ocean going ships, who took this opportunity of inspecting the first large engines of the North British Company's design to visit this port.

EMPLOYEES' ASSOCIATION OF MORSE DRY DOCK & REPAIR CO.

TRIAL BALANCE of GENERAL LEDGER (after closing)

as of May 1, 1923.

Folio	Account	Dr.	Cr.
116	Treasurer's Petty Cash	$ 38.77	
132	Mechanics' Bank (Deposits)	176.58	
149	Morse Dry Dock & Repair Co. (Loan)		850.00
178	Relief Fund	210.00	
200	Met. Life Ins. Co. (Advanced Insur.)	1,025.00	
260	Surplus		600.45
	TOTALS	$1,450.45	$1,450.45
	SURPLUS		$ 600.45
	Cash in Bank	$ 176.58	
	Cash on hand	38.77	
	Due from Relief Fund	210.10	
	Balance on advanced insurance	175.00	
		$ 600.45	$ 600.45

The Bean.

By Berton Braley

The Bean!
Say, buddy, the more I have seen,
The more do I see—and I'm putting it strong—
The bean is the thing that'll help you along.
Yes, kiddo, you tell 'em
The old cerebellum,
Whenever you get in the strife and the tussle,
Has got it all over the bone and muscle!
You may have the shoulders and chest of an ox,
But you're pretty sure to be shy on the rocks
Unless you will use—well, you know what I mean—
The bean!

The nut!
The guy who doesn't use it's a mutt.
You will not get far if you never have shown
There's anything north of your clavicle bone;
There's many a bird who has fallen down flat
Who thought that his head was for parking his hat,
And never would use it for anything more,
Then wondered why luck didn't knock at his door.
There's millions of dubs who've used everything but
The nut!

The bean!
Just keep it well tended and keen,
And whet it with books and with knowledge worth while,
And it will repay you in bountiful style.
Your knob
Will help you better your job,
'Twill lessen your work and 'twill help you make good,
If only you'll use it the way that you should,
It's something you need in your play and your biz,
The more you use it the better it is.
It makes life successful and rich and serene—
The bean!

Good Ships Deserve Good Workmanship

EVERY day a hundred ships sail into New York Harbor. Quick turn-around is vital. Schedules must be kept.

It is this element of time saving that makes one repair yard different from another.

The forty-acre plant of the Morse Dry Dock & Repair Company—with its vast shops, its extraordinary dry dock facilities, its thousands of skilled workmen—has been built up on its reputation during the last 40 years for prompt and reliable workmanship.

Until today it is the largest and most efficient ship repair yard in America.

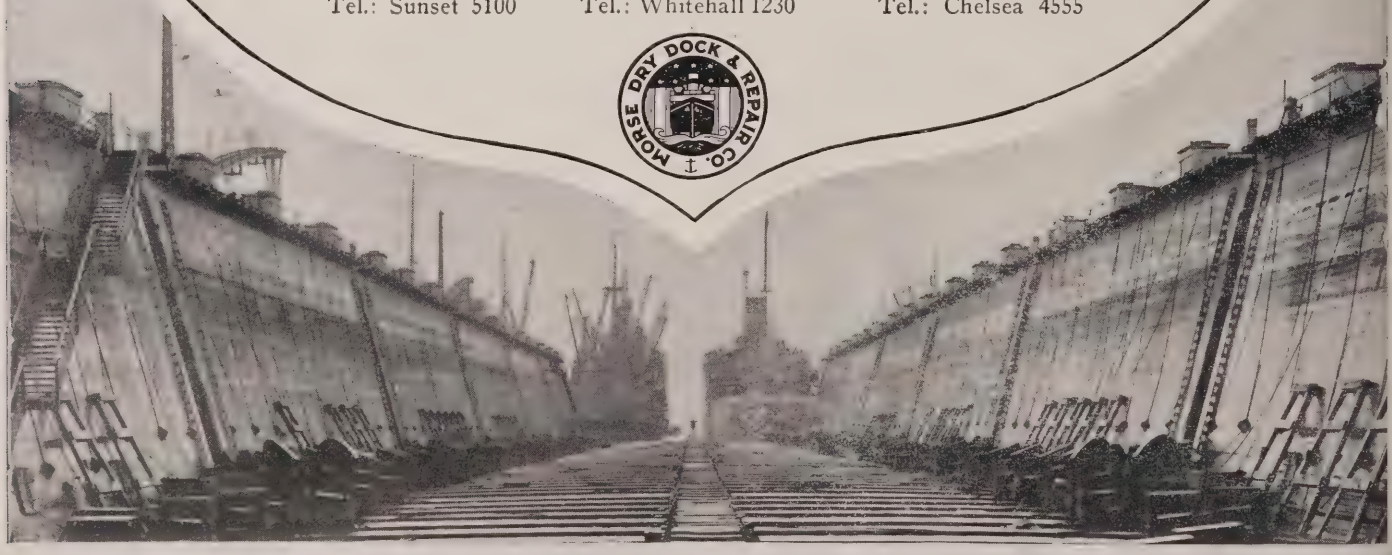
That's why more and more ship owners are selecting the Morse yards,—for promptness and dependability in repairs, reconditioning and reconversion work.

Morse Fuel Oil Burning System
Specialized Diesel Repairs & Conversions
The Only Complete Turbine Repair Department in the Port
Marine Repairs of all Descriptions

Morse Dry Dock & Repair Co.

Main Plant:	New York Office:	North River Branch:
Foot 56th St.	17 Battery Place,	629 West 23rd St.,
Brooklyn, N. Y.	New York City.	New York City.
Tel.: Sunset 5100	Tel.: Whitehall 1230	Tel.: Chelsea 4555

MORSE DRY DOCK & REPAIR CO.



The Prince-Wark Company of New York City

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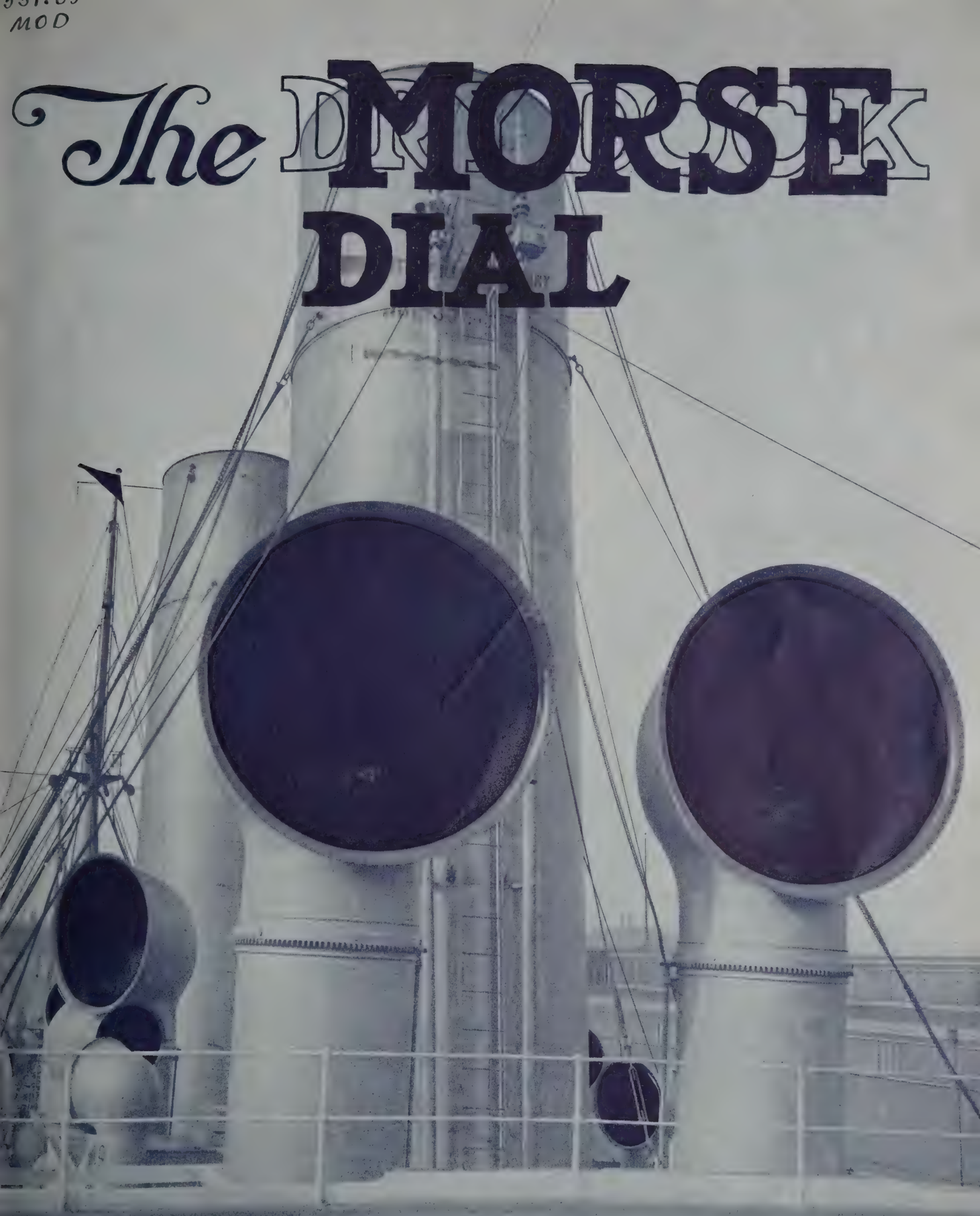
The MORSE DIAL



July ~ August 1923

Capt. Frederik C. H. Arentz
(*See Page* 11)

MORSE DRY DOCK DIAL

VOL. 6 July-August, 1923 NO. 7-8

Flashlight View of the Employees' Association Monthly Outdoor Meeting

After Hours With the Morse Workers

THE Employees' Association's first outdoor monthly meeting for the year, held Wednesday, June 20th, was without doubt the biggest and the best meeting of its kind ever held in the Morse plant.

Fifteen hundred to two thousand people were assembled, in spite of the fact that it was the hottest day since Hector was a pup, in fact a real dog day. The program of quality vaudeville, interspersed by general dancing and refreshments, with one big boxing bout, afforded entertainment of variety and interest.

The affair was staged in the Morse yards, chairs being in place for one thousand. Vari-colored flags were strung on wires and big 700 candle power lights illuminated the stage. It was a beautiful sight as the crowd gathered at eight o'clock, just at dusk. The vista down over the concrete walks between the Plate Shop and the Machine Shop showed the S. S. *Fort Victoria* and the S. S. *Fort Hamilton* in the dry docks silhouetted against a brilliant setting sun. All the quiet of the evening, in contrast to the usual riveting and noise of the busy daytime ship yard, made the proper setting and atmosphere for a real social event. The appearance of Mr. Morse who remained throughout the evening, added to the interest of the occasion.

Even the rail along the runway was crowded with officers in their white uniforms from the Royal Mail Steam Packet S. S. *Araguaya,* the S. S. *Fort Victoria*, the S. S. *Fort Hamilton*, and the *Tusitala* and men in khaki from the Army transport *St. Mihiel.* Not enough chairs were furnished to accommodate the unexpected crowd, so that they had to stand ten and fifteen deep around the area provided for sitting accommodations.

Then there was Corse Payton, well known to the stage, who came to view the performance and whose services were commandeered, very graciously consenting to introduce each of the performers. Cartoonists, quartets, teams exchanging happy banter and wise cracks, and negro comedians comprised part of the program.

The wives and children of the men had been invited so that there was a considerable sprinkling of the fairer sex. No opportunity was lost for dancing after the performance on the smooth concrete pavement of the yards.

J. A. Herrlein, of Mr. Dempsey's office, presided over the orchestra of six pieces, rendering a varied list of musical numbers which met the gen-

eral approval of the crowd. Ice cream and orangeade helped to temper the heat of the evening. The demand was so great that extra quantities had to be sent for, 1,468 bricks of cream being served.

The general satisfaction, as shown by the universal comment of those present, reflects much credit on the new officers and directors of the Employees' Association at their first outdoor meeting of the year. It is generally conceded that it surpassed any similar occasion in the history of the Association. Louis Fisher, President, with a corps of assistants spent most of the afternoon in supervising the layout of the stage, the decorations and the placement of chairs. Roy McEwen was chairman of the Entertainment and Arrangement Committee.

Upholding the Cause of the Private Ship Yard

Letter from Mr. George Weiss

Editor, The Marine News

In all of the lamentations and protests over the Brooklyn Navy Yard having lost the contract for the reconditioning of the Shipping Board's steamer, President Buchanan, I fail to observe any specific allusion as to the viewpoint of the protesting elements with relation to the unfair competition of the Brooklyn Navy Yard to the shipbuilding and repair plants privately owned and located on the Brooklyn shore.

Quite a number of associations in Brooklyn have voiced their protests in connection with the awarding of the President Buchanan contract to the Newport News Shipbuilding and Drydock Company, but my memory does not serve me to the point where I can recall there having been a similar agitation when a privately owned Brooklyn industry lost an important ship repairing contract to the Brooklyn Navy Yard because its firm bid was $79,000 more than the estimate of cost made by the Brooklyn Navy Yard. I refer to the reconditioning of the Shipping Board's steamer, America. When the Shipping Board received tenders for repairing the steamer America, the estimate of the Brooklyn Navy Yard was $1,181,536, while the firm bid of the Morse Drydock and Repair Company was $1,260,686.

Now it should be borne in mind that the estimate of the Brooklyn Navy Yard is supposed to represent only cost. The Brooklyn Navy Yard does not include in its compilation of costs interest on investment, depreciation of equipment, insurance, taxation and other items that the Morse Drydock and Repair Company and any other private organization must consider. With all of these advantages, the Brooklyn Navy Yard's estimate was only $79,000 less than the Morse Drydock and Repair Company's firm bid. It certainly would be interesting to find out what the Morse Drydock and Repair Company would have bid for reconditioning the America, if it deducted from its firm bid of $1,260,686 its allowances for interest on capital investment, machinery depreciation, insurance, taxation, executive supervision and other unavoidable costs. I venture to say that the Morse Company's figure under such conditions would have been less than the estimate of the Brooklyn Navy Yard.

Had the business interests of Brooklyn shown some degree of interest when the contract for the America was unfairly awarded to the Brooklyn Navy Yard, there is a possibility that the President Buchanan would have been repaired in Brooklyn, not in the Navy Yard, but in a private shipyard. The unfair competition of the Brooklyn Navy Yard caused the Morse Drydock and Repair Company to refrain from submitting a bid for repairing the steamer President Buchanan. When the America contract was unfairly given to the Brooklyn Navy Yard, did all of the public bodies in Brooklyn protest because a private shipyard in Brooklyn had been unfairly treated? Are not the employees of a private Brooklyn ship repair plant worthy of public support? Did the awarding of the America contract to the Brooklyn Navy Yard and the loss of this contract by the Morse Drydock and Repair Company have, in the final analysis, any beneficial effects in the decreasing of unemployment in Brooklyn? The Navy Yard, when it received the America contract, had to gather its working forces. It all comes down to the simple question of the Brooklyn Navy Yard against the private ship repair companies located in Brooklyn. Along the Brooklyn shore we have such important and valuable privately owned ship repair plants as that of James Shewan & Sons, Inc.; Atlantic Basin Iron Works, Robins Drydock and Repair Company, Tebo Yacht Basin Company, Clinton Drydock, Inc., as well as the Morse Company. Is it better for the merchants of Brooklyn to protect these privately owned ship repair plants or to advocate the cause of the Brooklyn Navy Yard? By defending the unfair competition of the Brooklyn Navy Yard, the merchants of Brooklyn are seeking to establish a condition that will prove adverse to the interests of the private ship repair plants in their own borough.

It is to present this thought that I have submitted this outline of Navy Yard competition for consideration.

GEORGE WEISS.
Editor The Marine News
New York City, May 26, 1923.

Fruit Ships the Favorite Choice of Uninvited Guests

The stowaway season is in full swing and many vessels find on arrival at United States ports that they have been harboring uninvited guests. Fruit ships are the favorite choice of those seeking free passage, for on these boats the cargo solves the food problem. In one day last week no less than fourteen stowaways were taken off banana ships and landed at Gloucester City Immigration Station, Philadelphia. In another case a cargo of cocoanuts furnished ammunition with which a gang of West Indians registered their protest against discovery. This vessel was the Norwegian steamer *Joseph J. Cuneo* from Jamaica, on which seven colored stowaways found refuge. On arrival at Philadelphia the master reported their presence on board to the immigration officials, whereupon the stowaways set up a lively cocoanut bombardment against the ship's officers. These returned the fire in kind and for several minutes the air was thick with cocoanuts. The defenders, however, were better marksmen than the negroes and came out victorious from the battle, in which each of the seven Jamaicans stopped one or more of the cocoanuts with his head. These dusky, human targets, smeared with blood and spattered with cocoanut milk, presented a sorry spectacle as they were taken off the ship and rowed to the detention station.—*Nautical Gazette.*

Exit "Sophie"---Enter "Tusitala"

Preliminary to the Actual Ceremony, the Distinguished Guests Gathered in the Waist of the Ship under the Gallows Frame for Informal Speeches.

THE ship *Sophie* was re-christened *Tusitala* with due ceremony on June 26th as she lay at Pier 1 in the Morse yards. Mr. Will H. Low, life-long friend of Robert Louis Stevenson, broke the bottle of Monopole against the edge of the ship's bell at the after end of her forecastle head, with the words "I christen thee Tusitala." The cold blue crystal bubbles frosted the bell for a moment and then dissipated their luxurious fragrance into the surrounding air. Captain David W. Bone rang six crisp bells. It was just three o'clock. The camera men perched on the main deck beams shot the photograph and the repainted, refitted square rigger became an American ship.

Shattering the Bottle of Bubbles on the Ship's Bell in Christening of "Tusitala" by Will H. Low.

Then a moment after the ceremony came a boom of thunder, and wind and rain swept across the decks in true thrilling motion picture style. It was a real storm and came from the direction of the quarter deck, which, sailor men tell us, is a good omen. Guests scurried to shelter in the poop cabins.

Prior to the bell ceremony, the invited guests gathered in the waist of the ship on the port side

under the gallows frames, where a light luncheon was served followed by speeches from writers, artists and seafaring men.

Mr. Christopher Morley, who presided, exhibited the plaster model of the head of Robert Louis Stevenson by Dwight Franklin, as the proposed figurehead of the *Tusitala,* after which he read the following letter from Joseph Conrad, which was written on June 2nd, just prior to his returning to England. "On leaving this hospitable country," wrote Conrad, "where the cream is excellent and the milk of human kindness apparently never ceases to flow, I assume an ancient mariner's privilege of sending to the owners and the ship's company of the *Tusitala* my brotherly good wishes for fair winds and clear skies on all their voyages and, may they be many!

"And I would recommend to them to watch the weather, and to keep the halliards clear for running, to remember that "any fool can carry on but only the wise man knows how to shorten sail in time"—and so on, in the manner of Ancient Mariners all the world over. But the vital truth of sea-life is to be found in the ancient saying that it is the stout hearts that make the ship safe.

"Having been brought up on it, I pass it on to them in all confidence and affection."

(Signed) Joseph Conrad

Mr. Low spoke reminicently of his friend Stevenson. "There is no modern writer" he said, "whose personality seems to have a more charming way of commemorating and perpetuating itself. Certainly the venture of rescuing and reconditioning this ship is thoroughly Stevensonian in spirit."

Capt. Arentz, representative of the Morse Company, spoke of his pleasure at seeing one of the old time square riggers in our yard and of the many happy recollections that the event brought to his memory of the years he spent as an apprentice on a sailing ship some twenty-four years ago, and he bespoke for fair winds on her many trips.

Capt. David W. Bone, of the R. M. S. Cunard liner *Tuscania,* author of the "Brassbounder" and other sea tales, and who brought Joseph Conrad to America on his recent visit, spoke in fine spirit of the old "sticks and strings" of his sailing days twenty years ago. In humorous vein, he accounted for the Scotsman's partiality for sailing ships, the reason being that the "motive power was free."

Capt. Edward H. Cole, of Sailors' Snug Harbor, a member of the Explorer's Club, enlivened the occasion by singing sea chanteys and the crowd joined in the refrains.

Capt. Hans Mikkelsen, skipper for five years on the vessel while she was under Norwegian colors, and who remained with her for two years while she lay in Hampton Roads, will stay by the old ship under the direction of Capt. Coalfleet, the new commander, who first went to sea in the same year that Conrad did. Both of these seasoned mariners spoke in the highest terms of the ship's sailing ability.

Mr. Muirhead Bone, the English artist of distinction, who is visiting America, and who is planning to make an etching of the *Tusitala,* was present and expressed his regret "that the idea for purchasing the *Tusitala* originated among the writers rather than among the artists."

Mr. William F. McFee, who has but lately sailed with the *S. S. Tuscania* on her Mediterranean cruise, and who is eminent as an author of sea stories, has written a special sea chantey for the ship.

Mr. Thomas D. Scott, naval architect and engineer of the firm of Scott and Surtees, and Capt. Thomas A. Miller, of the same firm, expressed their delight in planning her refitting, and commented on the initiative of the Morse workmen and the spirit of cooperation present through the entire Morse organization. Capt. Miller, who has been on the job every day since the ship came in, has made scores of friends, not only among the visitors, but among the men associated with the Morse Company. He has taken an unusual personal interest in the reconditioning. As he expresses it,—"to take care of this old baby, to feel her pulse growing stronger and stronger every day, is the greatest happiness that an old shipmaster can have."

The traditional chantey of the Three Hours for Lunch Club runs as follows:

I shipped aboard a galleass
In a brig whereof men brag,
But lying on my palliass
My spirits began to sag.
I heard the starboard steward
Singing abaft the poop;
He lewdly sang to leeward
And sleep fled from the sloop.

This is the song of the steward:—

"The grog slops over the fiddles
With the violins of the gale;
Two bitts are on the quarterdeck,
The seamen grouse and quail.
"The anchor has been catted,
The timid ratlines flee,
Careening and carousing
She yaws upon the sea.
"The skipper lies in the scupper,
The barque is lost in the bight;
The bosun calls for a basin—
This is a terrible night.
"The wenches man the winches,
The donkeymen all bray—"
.....I hankered to be anchored
In safety in the bay!"

—Christopher Morley

Following is a list of those present:

Will H. Low, sponsor for the ship; Henry Chalfant; A. Ross Scott; Thomas L. Leeming; George T. Keating; Quill Jones; Capt. David W. Bone; Wm. H. Hamilton; Capt. Edward H. Cole, '18; Seabury Lawrence; Franklin Abbott; Thos. D. Scott; Robert D. Holran; J. P. MacMillan; Isabel Fiske Conant; Dorothy Homans; Helen Hokinson; Gwendolyn Jacobus; Helen F. Morley; Elina Loines; Hilda Loines; Edith Hogan; Grace Gingras; Richard G. Furness; Muirhead Bone; Harrison Elliott; C. R. Patterson; Leslie C. Stratton; Jules Gingras; Edward Hogan; Capt. Fredrik C. H. Arentz; Lorton Mackall; V. Felicia Townsend; Wilson Cappock; Herbert K. Stockton; Winfield N. Burdick; Beatrice Weaver Reese; Alice Halsey; John P. Magill; Capt. Hans M. Mikkelsen; Dwight Franklin; Geo. Meason Whicher; Henry B. Culver; George Hanson; Thurston B. Macauley; Evelyn Markwitz; W. R. Chamberlain; Duryea H. Jones; E. I. Zimmermann; A. D. Turnbull; Frank E. Breyfogle; Eric Seligo; C. J. Magg; Helen R. Galland; Lily Benbow; F. B. Black; Jessie Black; Donald S. Black; Roger A. Black; Christopher Morley; John Zink; Capt. Thomas A. Miller; Edward P. Morse; F. E. Flannery; Genevieve R. Dolan; Fred G. Boffey; A. Nadworny; Capt. R. B. Drisko; M. Webber; H. Elliott; Wm. McCully; A. H. Lewert; R. Titus; G. Brandt; J. Frazer; D. Viele; Louis R. Ford; J. F. Phin; James Healey; Rosalie Mathren.

Bottle Drifts Across Pacific in Two Years

AN astonishingly rapid migration of a sealed bottle, cast overboard at sea, is reported by the United States Hydrographic Office. Enclosing a "bottle paper," on which directions for its return were printed in seven languages, the bottle was put overboard from the steamship West Isleta in the Pacific Ocean, about 100 miles off the Central American coast, on the last day of the year 1920.

The little wayfarer of the seas was picked up on Misool Island, northwest of New Guinea, just about 8,400 miles across the whole width of the Pacific, on January 23 of this year. That would give an average drift of about eleven miles a day, assuming the bottle to have taken the shortest line, to have made no stopovers along the strands of the alluring South Sea Islands and to have been picked up immediately on its arrival at Misool.

Extensive Alterations on the St. Mihiel

Army Transport Named After Famous World War Battle Recently Returned from Germany with American Soldiers

IT is always an interesting occasion when an Army Transport comes into the Morse yards. Last month it was the *U. S. Grant*. In June, the *St. Mihiel* came in for dry docking and later lay at Pier No. 4 for extensive alterations.

Named for the famous battle of the World War, in which the Americans played so important a role, the *St. Mihiel* gained further distinction by having carried back a part of the last contingent of the American soldiers to leave Germany this year, and then transporting them to Savannah and Charleston.

During the month that this vessel has been in our yards, her main stack was extended about six feet for increasing the draft, which necessitated an extension of the masts which carry the radio wires so that the smoke might not interfere with the receiving and broadcasting of messages. Work on the blowers and the ventilation system, arrangement of quarters in public rooms, reinstallation of refrigerating boxes, reconditioning the hospital spaces and doctor's office, the extension of the fuel oil ventilating pipes and the installation of a new type master compass in the chart room in cooperation with the Sperry Company, were some of the more important jobs done in connection with this vessel.

The *St. Mihiel* was built at Hog Island in 1920, and is 9,555 gross tons.

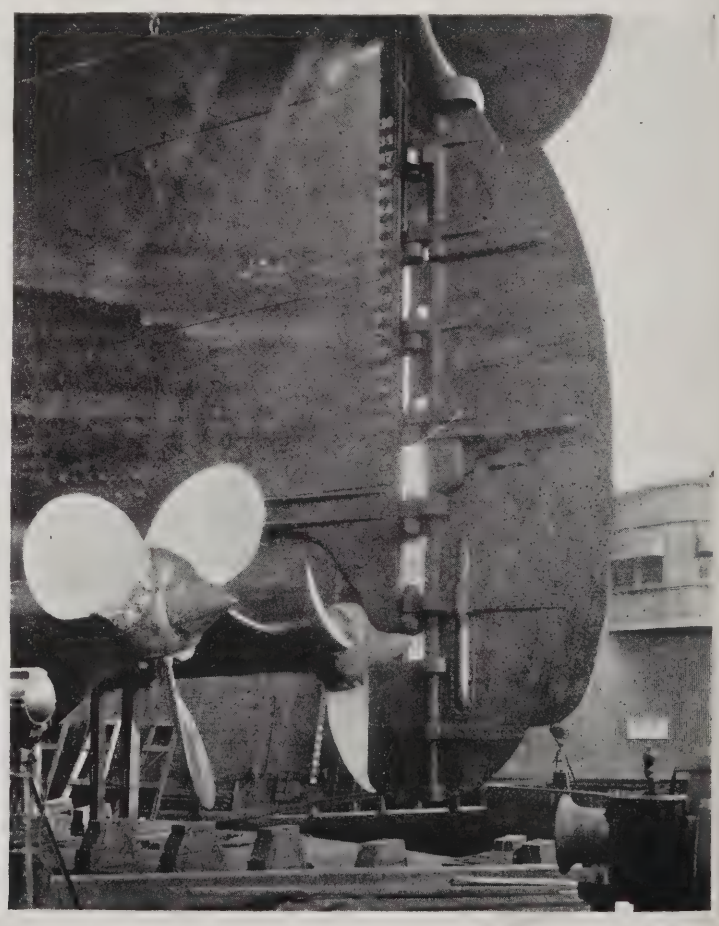
Two Views of Famous Army Transport St. Mihiel. Upper View Showing Bow View on No. 2 Dock, Lower Broadside View Showing Same Vessel at Pier 4.

Famous S.S. Minnesota Takes Her Last Ride

AS the story goes, early in the spring of 1904 American men and material combined to build two ships simultaneously, which were to be the largest cargo ships of their time. They stuck to the task for three years and finished it, washed up, turned the lock in the ship yard gate, and went home.

Of the two ships, that they built, the S. S. *Dakota* was lost off the Japanese coast, while the S. S. *Minnesota* is today, nearly twenty years after, the largest deadweight cargo carrier in the world. Throughout this period she has played an interesting role as troop carrier and cargo vessel during the War and is finally doomed to go into the hands of the ship breakers, her great bulk and capacity standing in her way as an economical merchant ship. Her last dry docking took place in our No. 2 dock on the last day of June, where she was lifted for survey prior to making her last voyage to Germany where she has been purchased, so the report goes, for $117,000 in order to be broken up and sent to the scrap pile.

The *Minnesota*, one of the greatest ventures of the late James J. Hill, was built originally for use on the Pacific Ocean and was three times the weight of Pacific freighters of the time. Everything about her was much larger than the workmen in this country had



Three Views of Minnesota, World's Largest Cargo Ship, Her Last Dry Dock Visitor to Her Trip to Germany, Where According to Report She is to be Broken Up.

been accustomed to handle. The stern posts each weighed 55 tons. At the time of her building, pneumatic riveting had barely passed the experimental stage. Notwithstanding, the builders installed a plant consisting of two compressors with a capacity of 2500 cubic feet of free air per minute compressed to 100 lbs.

The builders did not have machines big enough to handle the stern frame castings, so they were made in several pieces and were machined and put together in the Roach yards at Chester, Pennsylvania, and then they were disassembled and shipped to their destination. The *Minnesota* and her sister ship, the *Dakota*, were the first vessels fitted with box shaped girders supporting the ships' decks. These girders dispensed with the portable pillars which were the usual supports.

Longitudinal bulk heads, which were then a novel feature in large merchant men, were embodied in this ship, extending from end to end and from tank top to main deck, thus dividing the ship into two parts.

Installation of equipment embraced what were then new steps, including water tube boilers, mechanical stokers, electric winches, electric steering gear, laundry equipment, refrigerating engine room in upper deck, etc.

Of twin screw type, the propelling machinery of the *Minnesota* consists of two sets of three cylinder vertical expansion engines of the direct acting type with cylinders 29 inches, 51 inches and 89 inches in diameter. Her boilers, sixteen in number, are of the water tube type and were constructed for a steam pressure of 250 lbs. per square inch.

Shortly before the World War, she was purchased by the International Mercantile Marine Company and brought to the Atlantic. During the entire conflict she served as one of the principal units in carrying supplies to our Allies. Her extensive cargo space of 38,000 tons (including her reserve bunker space) made her a vehicle of greater capacity than any other ship in the Allied and American service.

When she was not laden with food stuffs and munitions and other equipment, she was carrying troops. At times she carried food, munitions and troops. On one trip she was packed throughout and in addition carried on her decks 168 complete motor trucks.

After the war the high cost of operation worked against her as a merchantman and she was finally laid up. Her length over all is 630 ft., her extreme beam 73 ft. 6 in., and depth bottom of keel to upper deck at center, 56 ft. 1 in. and gross tonnage of 20,602.

Feeding the Big Ship's Family

Some Facts and Figures Regarding America's New Transatlantic Liner

The Leviathan is expected to make fourteen round trips of the Atlantic in twelve months, and in the course of these voyages her passengers and crew, according to the estimates of the Shipping Board, will consume 1,129,000 eggs, 210,000 pounds of butter, 280,000 pounds of jams and preserves, 2,604,000 pounds of fresh meats, 784,000 pounds of fish, 84,000 pounds of game birds, 1,000,000 pounds of dressed poultry, 840,000 pounds of potatoes, 280,000 pounds of cabbage and other vegetables in proportionate amounts, 224,000 pounds of sugar, 200,000 quarts of milk, 42 tons of coffee and tea, 28,000 pounds of ham and the same number of pounds of grapes, 15,000 boxes of oranges, apples and other fruits, many tons of ice creams and ices, almost 1,000,000 pounds of flour, tons upon tons of breakfast foods, 30,000 pounds of smoking and other tobaccos, and more than 3,500,000 cigars and cigarettes.

The Leviathan has forty-six boilers and 230 furnaces, and has a carrying capacity of 9,260 tons of oil. An automobile accomplishing 18 miles to the gallon would travel 47,313,774 miles on this quantity. This means that a machine could travel a distance equal to 198 times the distance between this earth and the moon. Running at 19 miles to the gallon an automobile doing 10,000 miles per year, would run for 4,731 years.

Or as one scribe puts it, if Christopher Columbus or Lief the Lucky, the daring Norseman who is credited with having been the first discoverer of the New World, were to visit the Leviathan he would find that the lifeboats, of which there are sixty-eight on the vessel, are almost equal to the size of the craft he pushed across uncharted seas. The Leviathan, in her trips from New York to Southampton will negotiate a distance of approximately 2,900 miles in a trifle over five days. The early pioneers in their prairie schooners required 145 days to accomplish the same distance.

Sea Pictures Gain New Vogue With Cinema Producers

Morse Yards Furnish Part of Setting for "Homeward Bound"

SINCE the days when Gilbert and Sullivan crowded the theatres with their plays of the sea,—Pinafore, etc., there probably has not been so great a series of spectacles featuring ships. The motion picture producers are drawing record breaking crowds to see "Down to the Sea in Ships." "The Isle of Lost Ships," and the latest one now in the making, soon to be produced by the Famous Players-Lasky Corporation, entitled "Homeward Bound," featuring Thomas Meighan and Lila Lee.

The scene of operations for filming this latest picture have recently been shifted from New London to the yards of the Morse Dry Dock & Repair Company. Although practically every day in this large ship repair yard some drama is being enacted it goes on quietly and unheralded, known only to the men who have completed difficult jobs on our customers' ships and to the ship owners themselves. When a job is done no caption flashes across the screen in thousands of motion picture theatres "Ships Reconditioned by Morse." And yet, there is a motion picture of wide human interest enacted in the Morse yards practically every day of the year. Were it screened the first caption on the first reel would read something like this:—

Produced by the Morse Dry Dock & Repair Company.

Under the Direction of E. P. Morse.

Assisted by Charles H. Hallock, and his corps of extra-ordinary Inspectors.

Docking under Supervision of Frank Connors and John Ethridge.

Photographed by A. Pogano.

A Test of Mettle

THE ship repair industry is facing a crisis which presents many serious problems every one connected with it, whether workman, supervisor or owner. The most pre ing of these problems are not peculiar to any individual or group; they concern *all* int ested parties equally, and the test now before us can only be successfully met by mut understanding and concerted, honest and hearty cooperation. In order that the conditi and their causes may be considered, the following facts and thoughts are presented:

During the war, to meet the demands of our Government for ships to carry troops a provisions to our army and those of our allies in Europe, ship repair yards extended th plant facilities very largely. This was done without thought of gain or of the load of ov head or fixed charges (taxes, interest and depreciation) that would have to be carried future years, especially those of depression which always immediately follow periods wartime activity. This was particularly true in the case of the Morse Company, wh has always followed the policy of building substantial shops and maintaining them in a s and sanitary condition as a matter of obligation to the workmen who have stood by thro good times and bad up to the present.

Ship repairs depend for their success on the volume and prosperity of shipping.

Shipping in turn depends upon the bulk of international trade.

International trade depends upon the prosperity and buying power of the various nations.

This buying power hinges upon the surplus or credit of the various countries and also upon the condition of their exchange.

We all know that very few countries outside of our own, have large buying power money which is not badly depreciated. The credit and exchange situation in continen Europe is still very far from normal. Even when a solution to the political and financ problems involved is reached, a considerable period will elapse before the full effect is f by ship repair plants.

A further obstacle which will have to be overcome is the large excess of tonnage n in existence above that required for normal international trade. Owners naturally hesit to scrap or sacrifice any of their vessels. With only a limited volume of shipping busin available, and the large excess of tonnage now existing, marine freight rates are at a v low ebb. The result of this condition is that the large majority of shipping companies a operating at a loss. Under these conditions they naturally restrict their reconstruction a maintenance work to bare necessities. Whenever work of this character is undertaken, t "shop around" in order to do business with the yard which will give the highest efficie and the lowest price.

This brings us down to a consideration of the competition which every ship repair yard has to face in connection with each job which is undertaken, whether on a contract or "day work" basis. The work will go to the plant with the best organization and best productive efficiency. The efficiency of this yard is demonstrated by the fact that so many of our customers are dealing with us on a "Time and Material" basis. This competition would be bad enough if it were purely local, as there is sufficient repair capacity in the Port of New York to care for many times the volume of business which is now being handled. In order to secure business of a purely local character, work must be taken and turned out at a minimum cost in order to keep a plant organization together and its shops operating. However, we have two further sources of severe competition:

1. Plants in other nearby ports which may have some peculiar or temporary advantage for handling certain jobs, or which may be so much in need of work that they are willing to accept a contract at practically labor and material cost, to avoid closing down.

2. Foreign competition, particularly on larger work, is the greatest handicap we have to face. While American plants are better equipped and the output per mechanic is generally higher than in most European plants, the standards of living in foreign countries are lower than in America. Further than this, the workmen in many European yards are paid in depreciated money. The job which is done in Germany, where labor and material are paid for in marks but which is billed in dollars, represents competition that is extremely difficult to meet. We understand that a large ship, recently purchased, and now in this country, will be sent to Germany for extensive reconditioning.

It is safe to say that no American dry dock and repair company has shown a profit during the last three years. A number of such concerns have already been forced out of business. The life of the industry in America is at stake. Everyone who gains his living from ship repairs has a distinctly personal interest in the general situation. It will only be through careful management and intelligent forebearance on the part of each and every member of existing concerns that the companies in this harbor will be able to weather the gale, until the arrival of better times, which may not be in the near future.

This situation is so acute and the problem one which effects both workmen and management in exactly the same way, that I feel it should be discussed fully and frankly. We are going through a period of trial and test which will require courage, energy, square dealing and some sacrifice to be made. The management of this Company is doing everything in its power to insure the steady employment of a maximum working force. The members of this working force should, on their part, realize the difficulties of the present situation and in turn "hit the ball" on every job and appreciate the fact that they, as well as the company, have to meet the competition of outside and foreign yards in order to protect their positions.

E R Morse

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL

Vol. 6 A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the Interests of the Company. NO. 7-8

FRANK ELY, Editor

Is it Easy to Make a Ship Captain Talk?

GIVEN a ship, it must be an easy matter to write about her. All one has to do is to meet her Captain and in a few minutes he will have told us all of the adventures not only on his latest voyage, but all of the thrilling high spots in his sea-faring career.

He will interpolate these engaging yarns with thoroughly salty expressions.

How simple a method this is of getting first hand contact with the lure of the sea. It looks exceedingly simple, doesn't it?

Approach the Captain of any vessel. Greet him in any of the approved methods known to make a man articulate. Salute him with respect, gruffly shake his hand, letting out oaths on the condition of the weather, let him know you are a rough fellow. Abruptly question him, following the technique of the cub reporter, and about all you will get out of the Captain is a pleasant "Yes" or "No," or "I think so," or "We had a pretty fair trip," or "Yes, we carry cargo," etc.

We thought it was easy to get an interview with a ship's captain, but this is a question that is open to grave doubt. Is the fanciful lure of the sea a myth? Do sea captains dislike their jobs? Have they no imagination? Why in.....won't they talk?

The best talent among ship news reporters met Joseph Conrad, sea captain extraordinary, when he landed at the pier in New York recently and the interviewers ended by going home and hastily picking random paragraphs out of Conrad's rare books of the sea. In that way they filled up the news columns of their papers by interspersing them between a description of his features and carriage, and quotations from printed biographies of Conrad.

Perhaps sea captains are not given to self expression by way of talk of the sea. Perhaps what was adventure to them is now a drab monotony that has dulled their enthusiasm. Perhaps they are shy, given to brave deeds and few words. Perhaps the monotony of the sea has made out of them wise, but silent men. Possibly because they hold high place as master of the vessel, they avoid conversation with their subordinates.

Perhaps, like Conrad, expression comes only when they can pour their thoughts on paper through the pen.

And then again, maybe it is because they are just like other people, whose whole psychology bristles at being interrogated at short range and at short notice, by some one whom they have never seen until that very moment.

At any rate, we are looking for a Captain who will talk.

What Are Your Ideas Worth?

IT has been estimated that the value of Edison's ideas have a hard cash market value of fifteen billion dollars.

This represents present investment in America alone in the industries which are entirely based on the inventions of Thomas A. Edison, and yet Edison has often said to his associates, "If worse comes to the worst, I have a good trade. I can always make $75 a month as an expert telegraph operator and I can live comfortably on that."

Just because our ideas are our own, we sometimes pay little heed to them—so many of us are inclined to depre-

ciate what is our own. The man who has not enough confidence in his own ideas to work them out into practical form, will certainly not be able to persuade others to adopt them. Take whatever ideas you get about your job or plant, and other things. Sit down with them and work them out to a completion. The world is filled with millions of half ideas—perhaps a great majority of our own are only half ideas. Some of them perhaps can be nothing more. Some of them, on the other hand, are only fractions of ideas because we have not taken the time and the concentration to develop them into real full bodied practical units.

Take for example, a man earning $25 a week for 52 weeks in the year. His annual earning capacity is $1300, which at 6% would give him a brain capitalization of approximately $21,-500. By each one of us increasing our brain capitalization we can increase our earning capacity. The large amount of leisure time which each individual has at his disposal may be invested in forward practical thinking, or can be wasted in a hundred or more futile ways, idle gossiping, just sitting around, taking in a movie, etc. The high cost of killing time is the greatest human economic waste in the world.

By investing our working and leisure time to the best advantage, utilizing it to gain new ideas and perfecting them, every man and woman can within a year increase his capitalization, and consequently his earning capacity. By this means, not only will the individual benefit, but the country at large. Our ideas are worth what we make of them.

Well Known Men in Morse Co.

Capt. Frederik C. H. Arentz

CAPTAIN FREDERIK C. H. ARENTZ, our representative in charge of Scandinavian, German and Dutch business, whose picture will be found on the second cover page of the *Dial,* was born 40 years ago in Bergen, Norway, and comes from a very old and respected Bergen family.

As was the case with so many of the young vikings of his day, the lure of the sea was too strong and after ten years in private school, he found himself an apprentice on a square-rigged ship on his way to South Africa.

After having served his time in sail and steam, he passed his mate's and extra master's examinations with flying colors. At the age of 27, he was part owner and master on his own steamer.

That Capt. Arentz made no mistake in his calling is proven by the fact that throughout his career as a master he never had any accidents and this he attributes to the splendid lessons in seamanship that he received in his early days on board the old time square riggers.

Capt. Arentz retired from the sea in 1916. He married in Canada and it was during his temporary stay in that country that Mr. Morse engaged his services. Capt. Arentz numbers among his friends some of the foremost shipping men in the United States and abroad, and is a man who knows ships and shipping. He is a strong believer in the success that comes from a good education, travel, and devotion to duty. He is very emphatic about the importance of travel, especially for one employed in international business. The Captain says, —"There is nothing that broadens a man more than travel. To be a good business man one must understand the other fellow, and to understand the other fellow one must know his customs, and to learn his customs, one has to travel."

Two years ago Capt. Arentz travelled in Europe for the Company where he made many friends. In going about among ship owners and executives in this country and abroad it has been his aim to serve as a real brother of the shipping fraternity.

In the Glare of the Close-up

THE silver screen brought a good many new words into the English language; one of them is 'close-up,' and the idea back of the close-up formed a new era in motion picture production. Prior to that time pictures were taken with the ordinary stage setting. Then someone conceived the idea of emphasizing the emotions of the actor by bringing his or her face very close to the camera so that the expression could register fear, sorrow, anxiety and the other emotions.

The development of this feature of the picture was a trying one for the screen star, for the camera is no respector of persons. An actor might look well in an expensive setting with luxurious and ornamental draperies and clothes when the camera was further away, but in the close-up every flaw and every feature was shown up relentlessly.

Every man has something of the poseur about him; he wants to exhibit to his friends and neighbors his best qualities. He puts his best foot forward.

The real test of a man is how good his close-up is. No matter how natural and frank we are in our demeanor, nearly all of us withhold within ourselves something which we do not exhibit even to our intimates. We know our own weaknesses, our own desires and emotions, and still we keep certain parts of them locked up in our innermost being. We feel it would be just a little bit awkward if we disclosed them. It would make us self-conscious.

But no matter how closely we guard our real selves it is bound to show up in our work, in our human relations with others, in our attitude toward the people with whom we come in everyday contact.

Though we may be side-stepping the keen and critical eye of the camera of life, it will sooner or later get our close-up, which is bound to show in our daily acts, in the things we do, in the fashion and manner of the work we turn out.

Our friends and our associates are taking a close-up of us every day. Can we look straight into the lens of the camera without batting an eyelid? Can we stand the cold white light of the close-up?

Employees Association Directory

Officers

President, LOUIS T. FISHER, Timekeeper's Department

Vice-Pres., EUGENE CALLAGHAN, Dock Hands Department

Secretary, JAMES M. DOREMUS, Office

Treasurer, EDWARD J. HANNAVIN, Storeroom

Relief Committee, CHARLES WINKLER, Pipefitters Department GEORGE BULL, Gateman JOHN GREENE, Outside Machinist

SCHEDULE

Saturday, July 21st

9 A. M.

Busses start from Morse Works.

1:30 to 3 P. M.

For the Men:—

220 yard Dash, Fat Men's Race, Sack Race.

For the Women:—

Egg and Spoon Race.

Baseball Throwing Contest.

For the Boys and Girls:—

100 yard Dash—Boys.

100 yard Dash—Girls.

For the Children:—

50 yard Dash—Boys.

50 yard Dash—Girls.

3 P. M.

Baseball Game.

First and Second Prizes for each Contest.

Your Chance for a Day's Perfect Outing

First a bus drive in the cool of the day along the beautiful north shore of Long Island to Bayville.

Bayville is not just an ordinary picnic grounds, but ideally situated directly on the Sound, fringed by wooded groves with a baseball diamond within fifty feet of the shore. One of the most beautiful bathing beaches on Long Island is available to those that want a dip and swim. There will be games and races for the men, women and children.

Bring your own lunches if you want to. If not, food can be purchased at the Casino on the grounds.

Here is a chance to give yourself and family an unusual day's outing with a variety of scenery and events at a very reasonable figure.

The price charged for tickets is actual cost, $1.50—children 75c.

Committee in Charge,

Jack Oliver, Howard Canning, Fred Woods.

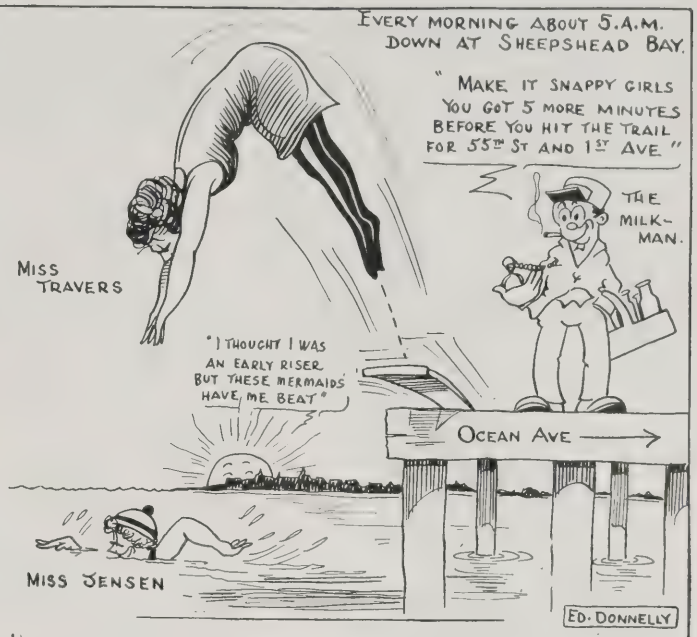
GUESS THIS AND GET YOUR NAME ILLUSTRATED

Above are illustrated the names of six employees of the company. The six individuals who first send the correct answers to the above puzzle, will have their own names illustrated in the next issue of the DIAL. Here's your chance for free publicity!

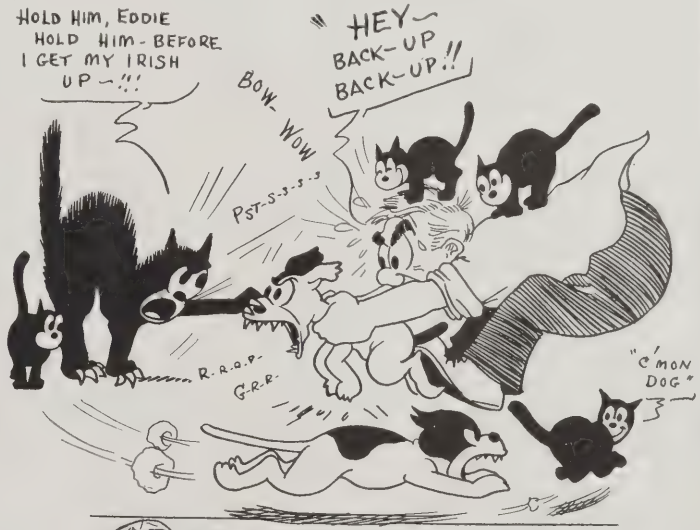
Hot Weather Highlights

By E. E. Donnelly

MORTIMER MEAD ON HIS WAY THROUGH THE YARD WITH A NICE COLD DRINK (OF WATER) FOR THE CROWD AT THE EMPLOYEES ASSOCIATION MEETING, BUT THE 5 GALLON WATER BOTTLE SLIPPED — AND THEN THE FUN BEGAN"
"O-FOR A LONG DRINK OF WATER
"CANYER BEAT IT"
"GONE"


EVERY MORNING ABOUT 5.A.M. DOWN AT SHEEPSHEAD BAY.
"MAKE IT SNAPPY GIRLS YOU GOT 5 MORE MINUTES BEFORE YOU HIT THE TRAIL FOR 55TH ST AND 1ST AVE."
THE MILK-MAN.
MISS TRAVERS
"I THOUGHT I WAS AN EARLY RISER BUT THESE MERMAIDS HAVE ME BEAT"
OCEAN AVE
MISS JENSEN
ED. DONNELLY

SI McLAREN "DOING" HIS DAILY DOZEN.

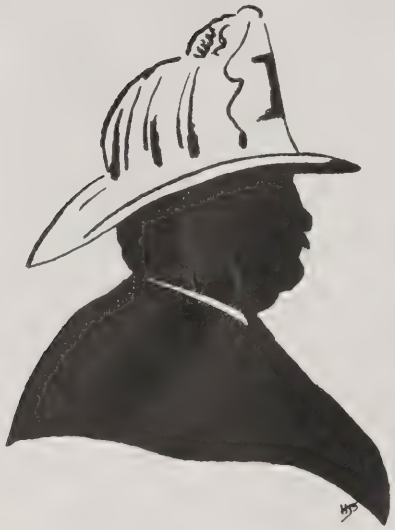

HANNIVIN OF THE STORE-ROOM PROTECTING HIS STORE-ROOM CAT AND HER FOUR CHILDREN AGAINST TWO TOUGH DOGS FROM 1ST AVE.
"HOLD HIM, EDDIE HOLD HIM - BEFORE I GET MY IRISH UP —!!!
"HEY— BACK-UP BACK-UP!!
BOW-WOW
PST-S-S-S-S
R-R-R-R-
G-R-R
"C'MON DOG"

BILL SCHWARZ SWEEPING THE RAIN OUT OF THE STORE-ROOM.

JACK NEVADA'S IDEA OF KEEPING COOL ON A HOT SUMMERS DAY

A LITTLE BIRD TOLD ME

WHOZIS?



He puts the conflagrations out
And makes his old-time shipmates shout;
To save the child and pretty dame
Will always be his little game. L
Now tell me true, you men of Morse,
Who is this Valentino? Of course!

Throwing a Cool Million Away

"RELUCTANCE to spend an hour of a spring afternoon in the gymnasium of Fred Douglas, on Prospect Avenue, near Fifth, last year, probably cost Andy Parella a fortune that would run into the hundreds of thousands, if not a cool million.

"Andy, astute mentor of chamois pushers, had a chance to take Luis Angel Firpo into his care, but could not find time to give the ferocious Argentinian the "once over" in a gym workout, and the erstwhile sailor took his pleas for a chance elsewhere, with success well known to the public.

"Jack Stickim, authority on box fighters and statistics, is the reconteur who recalls Firpo's early Brooklyn efforts to gain the attention of some one who could get him a few bouts.

" 'Firpo made his Brooklyn entry via the South Brooklyn waterfront,' related the genial Jack today. 'His ship put in at Morse's Dry Dock and Firpo's pugilistic ambitions reached the ears of Willie Burke, then foreman of carpenters at Morse's Dry Dock, but who also handled some boxers.

"The tall Argentinian received but scant sympathy from the blunt son of Erin. 'No one who ever came out of Argentine can fight,' was Burke's comment. But some Brooklynites who had seen Luis Angel stripped suggested that there was power in Firpo's physique and it might be worth while to see what he could do with the gloves on.

"The persistence of Firpo's well wishes annoyed Burke, and to silence the pleaders he agreed to place Firpo's case before Andy Parella, brother of the Broadway Exhibition Association owner.

"Parella showed a little more interest than Burke, and an appointment was made for the following afternoon at Douglas' gym. Andy failed to keep the appointment, although Firpo waited all afternoon. Louis was back the next day, but still Parella was among the missing.

"In disgust, Firpo 'swore off' Brooklyn and followed a suggestion to see a Cuban who resided in Nutley, N. J., who was interested in boxing. The Argentinian did, and got bouts with Jack McCann and Sailor Maxted. He polished off these individuals, and today is in line to land much more than the $25,000 he collected for his bout at the Milk Show!

"Oh, Willie Burke! Ditto, Andy Parella!

"Now we understand why Amy Mack, Jim Shortel, Charlie Draycott, Johnny McAvoy and other old-time managers have formed themselves into a vigilance committee to wait on all steamers arriving here from foreign countries."

Are you saving your money?

Statistics show that out of 100 men at the age of 65--

54 are dependent on their children,
36 are dead,
5 are still working for others,
5 are independent and have money enough to support themselves.

Are Captains' hats all common property among the fraternity? Capt. Miller's brown hat seems to have disappeared. Is there any Captain in the yard who mistook it for his own?

Capt. Kirby was one of the 6,500 enthusiasts at the Milk Fund Bouts held recently. He looked very distinguished with his "Binoculars."

MacDougal says he ran across a friend of his the other day but didn't hurt him any.

Bush says the more his car rattles, the less he will have to use his horn.

Matty says no matter how fast the fish swim, they never sweat.

A Man's Job

A man's job is his best friend. It clothes and feeds his wife and children, pays the rent, and supplies them with the wherewithal to develop and become cultivated. The least a man can do in return is to love his job. A man's job is grateful. It is like a little garden that thrives on love. It will one day flower into fruit worth while for him and his to enjoy. If you ask any successful man the reason for his making good, he will tell you that first and foremost it is because he likes his work; indeed he loves it. His whole heart and soul are wrapped up in it. His whole physical and mental energies are focused on it. He walks his work, he talks his work, he is entirely inseparable from his work, and that is the way every man worth his salt ought to be if he wants to make his work what it should be, and make himself what he wants to be. — *Arthur Capper, U. S. Senator from Kansas.*

He:—"I had a blowout last night."
She:—"I think you're mean. You never invite me to any of your parties."
—*Kohler of Kohler News.*

Judge—"What were you doing chasing those bathing girls on the beach?"
Youth—"I was enjoying the privileges granted me by the Constitution—life, liberty, and the pursuit of happiness."—*N. C. R. News.*

"Lifebuoy" to the Rescue

Old Salt (narrating tale):—And thin our ship, with its cargo of soap, went down.

Sweet Young Thing:—Well, how were you saved?

Old Salt:—I got me a cake of soap and was washed ashore.

The Diary of a Flapper's Stomach

THE following diverting and clever piece of work presented in the pages of The American Journal of Public Health (Chicago) brings home certain facts, with which we are familiar, with a force that would be impossible in a plain statement. The outraged stomach of a flapper is describing the experience of a single day. Here it is:

10:00 A. M.—Oh, dear! Another warm day. Wonder if I'll be abused as I was yesterday. If I am, I'm going to strike. Just disposed of a half-chewed breakfast. We ran for the train, which meant I was so jiggled about and so tired that it took me twice as long to do my work. Hope she gives me an hour or two of complete rest before anything more comes my way.

10:30 A. M.—Two glasses of ice-water have just arrived. It will take all the energy I can pump up in the next hour just to warm me up to normal again.

10:50 A. M.—Half-chewed breakfast did not satisfy her and she has bought some peanuts and started again.

12:00 A. M.—Peanuts have been drifting along steadily ever since. Think she has finished them, too.

12:30 P. M.—Decided she wasn't very hungry and instead of a good solid dinner sent me down a cold egg-nogg heavy with chocolate. Could have managed it all right if it hadn't been so unnaturally cold, but that made it terribly difficult to deal with.

1:10 P. M.—More ice-water.

1:40 P. M.—Was mistaken about the peanuts, she found another handful in the bottom of her vanity bag, and now I am getting them again.

2:05 P. M.—More ice-water.

2:10 P. M.—She has been lifting some heavy books and as usual used my muscles, instead of her arm muscles. You see, she's never had any proper physical education—soft, flabby, slouchy sort. Tired me almost as much as a six-course dinner.

3:20 P. M.—Furtive fellow has brought us a box of caramels. Just heard her say, "Oh, dear! I don't feel a bit well. The milk in that egg-nogg must have been sour?"

6:30 P. M.—We played a set of tennis before dinner and here I am all tired out and a lot of work to do.

6:50 P. M.—We were invited by a sissy sport with a belt on his coat to have a soda before going home. Had a lemon phosphate and then had to run for a car.

7:00 P. M.—Fried taters, cucumbers, veal cutlets, catsup, cookies and canned blueberries. What do you know about that?

7:45 P. M.—We are strolling down to the corner with a knock-kneed guy in a sport shirt and white pants for a pineapple walnut college ice.

8:20 P. M.—Got home and found somebody had made some iced-tea. She drank two glasses. I tried to keep the tea and the college ice separated, but they mixed in spite of me. I go on strike.

8:30 P. M.—I have sent back the college ice and the iced-tea.

8:40 P. M.—Returned the blueberries.

8:45 P. M.—And the peanuts.

9:00 P. M.—The devil to pay—can't get the doctor.

9:17 P. M.—Doctor found at the movies. Mother thinks it's a weak stomach she inherited from her father. Knock-knee suggests it's the beastly weather—the big boob!

9:45 P. M.—Doctor says it is from a bilious temperament. Good-night!

The Office Cat Says—

Straw Hat Casualties

George Washburn, it is related, after buying a new straw hat at Brokaw Brothers, laid it aside on a vacant seat to cool his dome while riding in the subway intent on his newspaper. He did not realize what had happened until a stout woman who entered the car sat on his new hat. She broke the Brokaw.

Dave Haunseleau of the Cost Department laid his new straw hat aside while he played ball. The hat is still lost.

We have had several favorable comments on Jack Dempsey's green bathing suit. He flashed in and out of the Madison Square pool on the opening night.

I wish't I was a little rock,
A-settin' on a hill,
A-doin' nothin' all day long
But jes a-settin' still.
I wouldn't eat, I wouldn't sleep,
I wouldn't even wash,
But just set there a thousand years,
And rest myself, begosh!

—*Anon*

Girls Take Notice

If you see any typewritten communications around the Office bearing the name RAJAH in the lower left hand corner, don't think they were written by one Rudolph Valentino. They were just dictated by Mr. Richard Allen and written by J. A. Herrlein.

Jack Wiseman is the author of a new ballad entitled "Oil by Myself."

KOHL BUNKers

The last out door meeting of the Association was a knockout from more than one point of view. Ask Ryan the Coney Island life guard, who bases his conclusion on point of chin rather than point of view.

Judging from the number of silk shirts seen at this affair, times must be getting better around the yard.

Some people around here are so dumb they think that—

The Morse cops hang out in the copper shop.

The restaurant crockery comes from the plate shop.

Their 10-cents-a-week Association dues should entitle them to a free outing five times a month.

Water troughs should be installed in the blacksmith shop so that the horses can get a drink during the hot summer months.

The forge shop is a counterfeiters' den.

All the soft jobs around here were handed out at the pipe shop.

Are Your Children Among the Leaders

IN every school, in every club, in every community, in every place where boys or girls congregate there are always some who do things better than the rest. You call such girls or boys leaders. They are popular. Why? Because they are keen of thought, quick of action, and sharp of vision.

Every girl and boy comes into this world with potential possibilities for leadership. Among the basic elements of leadership are a healthy body, healthy thoughts and clear vision. These are the rightful heritage of every one.

If you, by chance, happen to be the parents of one of those who are called backward, lazy or stupid, do not take it to heart and brood over it. There is some good reason why he or she is not equal to the others. Find out what that reason is. You should do anything in the world to help your children.

Experience has taught us that many of the so-called "backward" or "stupid" boys and girls are merely suffering from defective vision which can be corrected. If they could see as quickly and accurately as the leaders in their group, they might be one of the leaders, also.

Defective vision is responsible for many thousands of "Misfits." If in early life their eyes had been cared for properly, many of them would have lived lives of usefulness.

Parents of girls and boys! It is the aim of this little article to awaken in you a realization of the value of a healthy body, a clean mind and clear eye sight of your children.

Guard them well, for they are to be the men and women of tomorrow.

LIVE RIGHT! THINK RIGHT! SEE RIGHT!

Copyright by THE EYE SIGHT CONSERVA TION COUNCIL of America

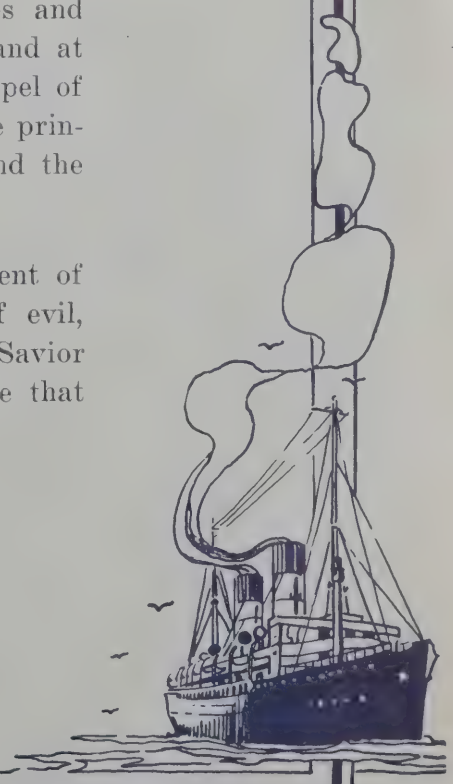
Only the Gospel of Love of the Prince of Peace Will Save the World

By President J. E. Edgerton, *Nat'l Ass'n of Manufacturers*

THE most important issue of this hour is that of the preservation of law and order and a proper regard for our American institutions. It makes no difference under what guise or pretense or name lawlessness may manifest itself, it cheapens the life and property right of every individual citizen in the nation. It is just as wrong to murder a union man as it is to murder a non-union man, and no decent citizen will draw distinction in his attitude of disapproval. The mob at Harrison is just as culpable as the mob at Herrin.

It was never before so necessary for high-minded citizens to speak and act boldly and courageously in defense of American institutions as it is today. The chief enemies to the restoration of tranquility throughout the world, and to the stabilization of conditions are hatred, prejudice, revenge and greed, which are manifesting themselves in international relations and in relations between classes, races and sects. At some points there is entirely too much tolerance, and at others there is too much of hateful intolerance. Only the gospel of Love, which was preached by the Prince of Peace, and only the principles which were embodied in His life, will save America and the world.

No League of Nations nor any other compact or instrument of understanding will hold against the destructive influences of evil, except they be founded upon the solid truths enunciated by the Savior of mankind and are permeated by the spirit of brotherly love that He proclaimed.



The Prince-Wark Company of New York City

Good Ships Deserve Good Workmanship

EVERY day a hundred ships sail into New York Harbor. Quick turn-around is vital. Schedules must be kept.

It is this element of time saving that makes one repair yard different from another.

The forty-acre plant of the Morse Dry Dock & Repair Company—with its vast shops, its extraordinary dry dock facilities, its thousands of skilled workmen—has been built up on its reputation during the last 40 years for prompt and reliable workmanship.

Until today it is the largest and most efficient ship repair yard in America.

That's why more and more ship owners are selecting the Morse yards,—for promptness and dependability in repairs, reconditioning and reconversion work.

Morse Fuel Oil Burning System
Specialized Diesel Repairs & Conversions
The Only Complete Turbine Repair Department in the Port
Marine Repairs of all Descriptions

Morse Dry Dock & Repair Co.

Main Plant:	New York Office:	North River Branch:
Foot 56th St.	17 Battery Place,	629 West 23rd St.,
Brooklyn, N. Y.	New York City.	New York City.
Tel.: Sunset 5100	Tel.: Whitehall 1230	Tel.: Chelsea 4555

MORSE DRY DOCK & REPAIR CO.

The MORSE DIAL

I must go down to the seas again, to the lonely sea and the sky,

And all I ask is a tall ship and a star to steer her by

And the wheel's kick and the wind's song and the white sail's shaking,

And a gray mist on the sea's face, and a gray dawn breaking.

John Masefield

September, 1923

MR. R. R. PIPER
Assistant Treasurer (See Page 11)

MORSE DRY DOCK DIAL

VOL. 6 September, 1923 NO. 9

Transatlantic Liner Entering Her Pier at 23d Street and North River. Photo by Levick

Tricking Time

MIDWAY between Pier 2 at Whitehall Street and Pier 96 at 57th Street, is the North River Branch of the Morse Company. This month it is just one year old. Excepting the dry docks and piers, it is as nearly a miniature of the main plant in Brooklyn, as it is possible to make it within the congestion of Manhattan.

This branch plant, occupying approximately a block in area, was established so that there might be as little loss of time as possible in making the voyage repairs on the hundreds of ships that occupy berths along the New York as well as the Jersey side of the river.

It might be asked—Why wasn't the Morse Company contented with its existing facilities? They had one of the largest ship repair plants in New York; they could dry dock vessels up to and including twenty-eight to thirty thousand tons and recondition, reconvert and repair in their big forty acre plant in Brooklyn, where they have complete shop facilities and equipment and open yard space for expeditious handling of material to and from the ships that come into their yards. Men and material could be catapulted from the main plant to the piers up and down the North River in Manhattan and New Jersey, just as they have done in years past.

The ship repair industry must be on its toes for a quick start and a hard spurt on nine out of every ten jobs that come into its yards. The single plant method was not comprehensive enough to meet the Morse idea of broad service and time saving to ship owners.

The more progressive policy included the establishment of a plant in Manhattan, situated on the North River, with its complete series of shops; its own Plate Shop, Forge Shop, Electric Shop, Welding Shop, Rigger's Loft, Joiner and Carpenter Shop, Machine Shop, and completely outfitted with its own men and material. In this way it can accommodate on the spot the hundreds of ships that need only voyage repairs without docking,—that can't even take the time to journey to the Brooklyn plant, but must remain at their piers between voyages for loading and unloading of passengers and cargo.

In ten minutes time from the North River Branch, one can be on board any ship docked at its pier, and in another five minutes, on board ships in berths along the Hoboken water front.

The result of less than a year's operation has proven the wisdom of this move. A case in point,—a call is made for specifications at ten o'clock in the morning, bids are opened at eleven, and work started by noon time. Time has been tricked.

Exterior View of the North River Branch of the Morse Company

And on all this work, the closest cooperation possible is maintained with the main plant in Brooklyn. In short, the North River Branch is backed by all the resources of men, material and equipment that go with the largest ship repair yard in the port.

Today the North River Branch employs nearly 250 men and some of its recent jobs have included work on the *Leviathan, Southern Cross, President Van Buren, Finland, Conte Rosso, Manchuria, Lapland, Ebro* and the *America.* This shop is capable of taking care of all voyage repairs, with the exception of heavy blacksmith work, heavy machine work and heavy hull replacements, which are done in the main yard.

The North River Branch fulfills all of the requirements for rendering emergency voyage repair service:

1. The location is, without question, the best in the busy section of the North River shipping district.

2. The building is a modern, reinforced, concrete structure with large dustless floor area and flooded with light as the result of large window expanse.

3. Shop equipment consists of modern machinery, especially selected and located for prompt and low cost repairs.

4. The transportation problem, both on water and ashore, has been fully provided for with complete and special equipment, designed or selected to save time and reduce cost.

5. The organization is made up of carefully selected mechanics and supervisors who have had special and extended experience in emergency repair work.

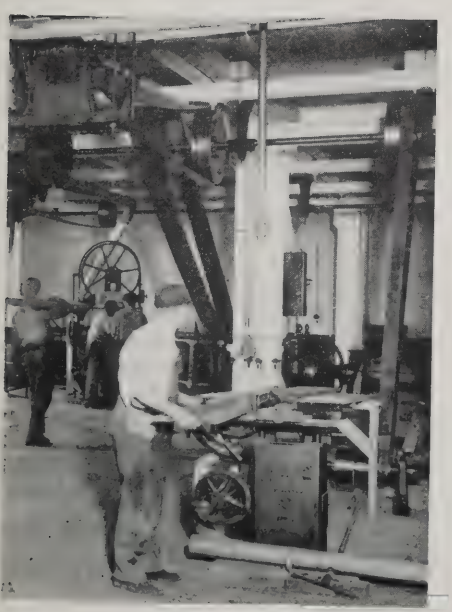
6. Twenty-four hour service is maintained at all times. Special telephone communication arrangements have been made in order that ship's officers may get immediate action and that any or all of the repair force may be reached day or night to handle large emergency breakdowns.

Every effort has been made to have this shop the last word in emergency repair plants and all of the opinions thus far expressed by leading supervising and consulting engineers indicates that this aim has been accomplished.

With the establishment and successful operation of the North River Branch, backed by the gigantic capacity of the main plant in Brooklyn, and with a New York Office at 17 Battery Place, in the very heart of the New York Shipping district, these three pivotal points make it possible for the Morse Company to give its customers a comprehensive ship service which includes quality workmanship, quality material, and the dispatch demanded by the meeting of trans-Atlantic schedules.

One End of the Machine Department in Our North River Branch Shop

Another Corner of the Machine Department



Views of the Wood Working Department With Its Up-to-date Equipment

Planning Conversion of Steamers to Diesel Drive

By Louis R. Ford

Manager, Morse Diesel Engineering Department

THE writer has had occasion at various times to discuss with ship owners the conversion of Shipping Board steamers to Diesel drive and in some cases has found that the ship owner, while very much impressed with the apparent economic advantages to be gained by such conversion, was not able to arrive at any very clear conception of just what sort of conversion would best suit his needs. This condition usually results from the lack of orderly and logical processes in considering the various confusing and sometimes contradictory factors that influence the determination of a definite conversion program. The following discussion will bring out these factors and attempt to indicate a reasonable step by step method of study, by which the owners' requirements may be developed.

Selection of Type

The practically exclusive source of supply for ships for conversion purposes at the present time is the large idle fleet of the Shipping Board and the operator seeking a vessel suitable for his needs, naturally turns to this source. The first step is the selection of one of the several types represented in this fleet as the type most suitable for the service in which it is intended to operate, followed by the selection of the particular unit of this type that appears most desirable. This selection may be influenced by the trade route or type of cargo under consideration, by the purchaser's intimate personal knowledge of the shipyard work that went into the ships' construction, or the type of machinery available for use. In some cases the purchaser may already own Diesel machinery which he desires to use, in which case the size of the engine will be the controlling factor in the selection. It should be remembered that the technical staff of the Shipping Board, under Admiral Benson's direction, has recently completed a comprehensive survey of the available vessels, with a view to selecting the several units of the various types most suitable for conversion. In this survey they have been guided by such details as size of propeller shafting, propulsive power required, as shown by the vessel's performance records, present condition of hulls, etc. For this reason the prospective purchaser should seek advisory assistance from the Board, to supplement his own investigation.

Three Island Type

The sort of consideration that must be given to the details of a conversion job may best be shown by developing these details for some one particular vessel. As an example of most general interest, we may consider one of the 8,800 ton, three island type of general cargo vessel equipped with reduction gear turbine driving a single screw, and three boilers of either the Scotch or water tube type.

Having selected the vessel, the next step is the selection of size and make of main engine. The factors influencing engine size are: speed desired, space available, propeller speed desired, and type of drive preferred. The vessels of this type are at present powered to give about all the speed that is economically possible with their hull lines; about 10½ knots with 2500 shaft horsepower. If other considerations could be eliminated the logical procedure would be to install 2500 Diesel horsepower. Here the space factor must be considered. The length of the machinery space in these vessels, including engine room and fireroom is about 49 ft., with a 10 ft. recess in the aft bulkhead for the thrust bearing. For engines of equal power there is not a great deal of variation in the over-all length of the various makes of the 4-cycle type. The shortest available American built engine of 2500 B. H. P. measures 60'7" over-all. Less length for equal power is offered by the 2-cycle type, but unfortunately the 2-cycle builders have not made the 2-cycle marine engine of large power readily available commercially. Since a 60 ft. engine would entail a costly sacrifice of cargo space we must consider the next standard size, 2000 B. H. P. In this size the shortest available engine is 50'9". By a suitable arrangement of flywheel and thrust bearing, this size can be made to fit into the present machinery space by utilizing the thrust recess, but its use means a reduction in speed. This sacrifice in speed is, however, more apparent than real, by reason of the fact that the horsepower rating of the Diesel engine represents power that is continuously available day after day whereas the steam horsepower is subject to wide variations and is seldom maintained at the rated maximum over an extended period.

Long Stroke Engines

The outstanding objection advanced by many ship operators to the Diesel engine is the necessity for comparatively high rotative speed if the weight and cost are to be kept within bounds. To meet this objection some builders have developed long stroke engines in

which a reasonable piston speed is obtained with low revolutions. This development is restricted to rather narrow power limits and for the standard single acting, 4-cycle engine, the relation between cost and weight per horsepower and rotative speed is beyond the power of the designer to eliminate. This question of revolutions per minute will then have an influence in the selection of an engine.

Some Interesting Figures

In this connection some interesting figures were brought out in a recent discussion of a standard cargo steamer before one of the British marine technical societies. A chart was developed showing the brake horse power required to drive the ship at 10¾ with the most efficient propellers at varying revolutions. This chart shows that as the revolutions per minute increase, the horsepower required to drive the ship at the fixed speed also increases. It is interesting to note that this increase in horsepower required is not as rapid as the increase in power obtained from any one engine by increasing the revolutions. The ship under discussion required 1858 B. H. P. for a speed of 10¾ knots, with the propeller turning at 100 R. P. M., while to obtain the same speed with the propeller turning at 120 R. P. M., 1900 B. H. P. were required, showing a loss of 2½% in efficiency. Taking an existing American engine as an example, having 6 cylinders 29″x46″, and running at 100 R. P. M., if the revolutions are increased to 120 R. P. M. a gain of 20% in brake horsepower is obtained. This gives a net gain of 17½% in propulsive horsepower from the same engine by using the higher revolutions.

The decision as to size of engine to install, will, of course, be modified if the purchaser wishes to depart from the standard direct connected drive and use reduction gear or electric drive. It will then be possible, especially in the case of the electric drive, to put more engine power in the same space.

The selection of the particular make of engine will be influenced by price, time of delivery, dimensional variations of the various makes, service offered by the builders and personal preferences. This latter factor is sometimes moulded to a considerable extent by the salesmanship employed by the builders. It should be remembered, however, that there is no one best engine built. The engines offered by the leading American builders, whose integrity and responsibility are established beyond question, are fundamentally the same and differ only in details of design, the value of which are always debatable. It is doubtless true that a "horrible example" can be brought to light from the product of any Diesel engine builder, but the builder's whole line should not be judged by this one example without some investigation of all the circumstances surrounding its performance.

Auxiliary Equipment

Having selected the main engine it is next in order to consider the auxiliary equipment, and in this consideration the deck winches should be disposed of first. A modern Shakespeare might produce a soliliquy on "to electrify or not to electrify," when considering winches. Considered from the standpoint of satisfactory operation, cleanliness, preservation of hull structure and economy in the use of fuel, the electric winch is an essential part of modern motorship equipment. In this conversion job, however, we are faced with the fact that the ship is already fully equipped with steam winches and to scrap these winches and replace them with high priced electric winches will add heavily to the total investment, with consequent overhead charges. It is difficult to obtain exact comparative operating costs for the two types of winches, but it is generally conceded that the large saving in fuel effected by the electric winch is not large enough to offset the increased capital charges where satisfactory steam winches are already installed. It would seem advisable then to retain the present winches, with one boiler to furnish steam for them.

Steam in Port

The small engine room auxiliary requirements in port and the comparatively large requirements at sea, point to the desirability of an arrangement whereby all engine room auxiliaries may be operated by steam in port, when steam must be produced for the deck winches, and by electric motors at sea, when current may be supplied from a Diesel-generator set. This can be accomplished by simply retaining such of the present engine room auxiliaries as may be required for port use, removing all the rest, and installing sufficient motor driven auxiliaries to meet sea requirements. If the steam steering engine is replaced with electric steering gear, it will then be possible to let steam die out at sea and operate as a pure Diesel ship, using steam only in port.

Having decided on the type of auxiliaries it is a simple matter to determine the sizes required. The best arrangement of machinery in the engine room is a matter for the naval architect or the ship yard drafting room to work out. It will be found that invariably the best arrangement will be attained only by the application of a practical knowledge of operating conditions and a full appreciation of the value of maintenance facilities.

Care in Specifications

After all matters concerning equipment have been decided, the specifications covering ship yard work should be drawn up in as much detail as possible in order to permit the shipyard to make an intelligent estimate. As most shipping men know, there is no class of work more difficult to reduce to precise estimates than work on marine machinery. It often happens that the exact nature and amount of work cannot be ascertained in advance and good judgment combined with a trained instinct must be relied upon in making estimates. For this reason there will often be a considerable variation in the estimates from several shipyards. In letting contracts for motorship work the shipowner should bear in mind that even the most ordinary manipulation of Diesel machinery is highly specialized work. The Morse Dry Dock & Repair Company was prompt to recognize this fact by the establishment of a Diesel Engineering Department to handle all motorship work in order that such work would receive this highly specialized attention.

In conclusion it should be understood that in the foregoing discussion it is not intended to lay down any arbitrary rules. It is intended merely to suggest a method of procedure for a preliminary analysis of a conversion job.

United American Line Takes Over the "King Alexander"

The "King Alexander" now the "Cleveland", just before being lifted on our No. 2 Dock.

IT was an interesting sight to see the Greek crew laden with their personal trappings file down the gangway of the *King Alexander* as she lay in our No. 2 dry dock, walk out to its end and board the waiting boats which were to take them to Ellis Island prior to their return to their native country. A new crew would have to take its place, for the vessel had passed from the hands of the Greeks by purchase to the United American Lines to be refitted as a one-cabin ship, and placed under Panama Registry.

This vessel of 17,000 gross tons originally built and owned by the Germans, and operated by the former Hamburg American Line, was allotted to Greece by the Reparations Commission at the close of the war and operated as the *King Alexander* by the Greek line.

Her new owners will rename her the *Cleveland.*

All Clear Below Docks

About every four years it becomes necessary to dredge underneath a floating dry dock to remove the silt and mud that is brought in by the tides and the movement of the big ships in and out of the slips, in order that there may be from 28 to 30 feet of draft to accommodate the depth of the large vessels when the dock is lowered beneath them. During the latter part of July and early August, the dredges and scows were busy lifting the accumulation of several years out of the slip ways where the docks had been. No. 2 dock was first sent away in sections to Staten Island where it remained during the dredging operation, and today the dock is ready to start on its active work.

During this period, the good tug *E. P. Morse* did some heroic work under the captaincy of Wilfred Mason in towing the scows, three at a time, out to sea for dumping. Two trips were made each day on the journey thirty miles out to sea and back, working with the tides, the material being dumped about three or four miles beyond Sandy Hook lighthouse. Not a single trip was missed in spite of the fact that upon several occasions very rough weather was encountered where nerve and good seamanship was necessary.

Besides the hundreds of cubic yards of mud removed from beneath No. 2 dock, about twenty compressed air bottles which had fallen from the wharves, were retrieved by the steel jawed buckets that cleared the bottom.

By Bus to Bayville

Caravan Makes Pilgrimage to Far Long Island Where it Pitches its Tents for the Day

SEVERAL hundred loyal Morse men and women recently spent a day on the sun splashed shores of the Sound, the occasion being the annual outing of the Morse Company. From nine that morning till nine that night, one event followed swiftly on the heels of the next. First there was a three hour bus ride, then swimming, base-ball, and contests of athletic skill that made it a royal but perspiring holiday, and in the cool of the evening, the bus ride home through the charming tree lined roads of rural Long Island.

It was the second hottest day of the year, the newspapers say, but the trumpeting brass of the band escort paid little heed to the temperature. They stuck to the job of blowing notes that included all of the approved combinations of harmony in the library of modern jazzmania. They literally blew their way to Bayville.

The sight of the placid, cooling waters of the inlet at the outing grounds beckoned invitingly after the long ride. So that a dip and swim to the float was first in order for most of the members of the party. Some of them found cool seats on the shady porch of the bathing pavilion, others preferred to acquire a healthy sunburn on the broad and blazing beach. Even the youngest Morse babies became absorbed in the fascinations of digging in the sand and picking up pebbles, and some of the tiny tots donned bathing suits and were permitted to stick their toes in the ripples at the edge of the water.

After lunch in the big dining-room of the Bayville Casino, consisting of sandwiches and other good things from home, washed down by plenty of one-half-of-one-per-cent, both dark and light, also lemonade, ginger pop and other essentials to the success of a regular picnic, most of the boys wandered out to the big hard dirt field in the rear where they threw off collars and coats and held a real baseball game. Captain Lou Fisher's "Deep Sea Cods" and Captain Howard Canning's "Hard Boiled Herrings" were pitted against one another. The result was 8—7 in favor of the "Deep Sea Cods." Five innings were played.

The two Captains were on the mound for their respective teams. Each member of the winning nine carried away a scarf pin as evidence of his big league prowess. It is reported that Muggsy McGraw drove out to the grounds in search of big league talent for his team for next year.

The game in summary is as follows:—

Deep Sea Cods

	H	E	R
G. Filbert ss	1	2	1
D. Hounslea cf	0	0	0
J. Starkey lf	1	1	1
C. Lazaro rf & p	2	1	2
B. Peyton 1b	1	1	1
C. Ambriano 2b	2	2	1
C. Daly 3b	1	0	1
J. Green c	1	0	0
L. Fisher p	1	0	1
	10	7	8

Hard Boiled Herrings

	H	E	R
P. Allison ss	2	2	1
H. L. G. Smith cf	2	1	2
W. Oswald lf	1	1	1
J. Weldon rf	1	1	0
Frank Smith 1b	1	0	0
R. Blair 2b	2	0	1
R. Rhatigan 3b	0	2	0
J. Chick c	0	1	0
H. F. Canning p	1	0	1
C. Ambrose p	1	1	1
	11	9	7

						Totals
Deep Sea Cods	0	0	3	3	2	—8
Hard Boiled Herrings	2	1	3	0	1	—7

Summary

Three Base Hits: Fisher 1. Two Base Hits: Blair, H. L. G. Smith, Fisher, Ambrose.

Sacrifice Hits: Weldon 1, C. Ambriano 1. Stolen Bases: J. Starkey, Filbert, Fisher, Lazaro, H. L. G. Smith, Frank Smith.

Left on Bases: Single Men 2, Married Men 5. Umpires: E. Callaghan and J. M. Doremus.

Time of Game: 1 hour 10 minutes.

Won by Deep Sea Cods. Prize: Scarf pin for each member of team.

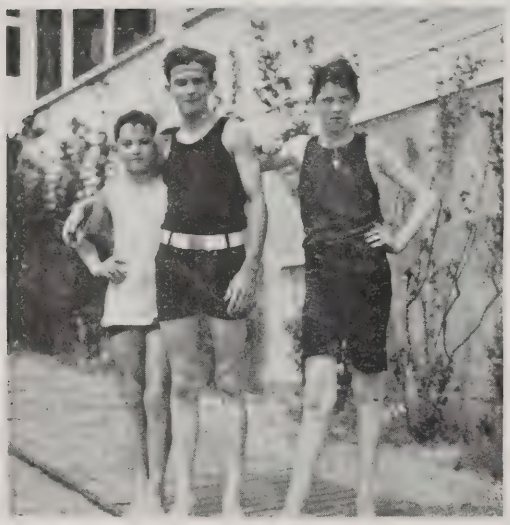
Field sports followed the baseball game. President Fisher was Starter and Master of Ceremonies; Hughie Callaghan and Bill Oswald, Judges. The winners of the field sports and their prizes are listed below:—

	Prize
220 Yard Dash—Straightaway	
1st—Joe Daly	Suit case
2nd—A. Perry	Knife
100 Yard Dash	
1st—Jimmy Weldon	Umbrella
2nd—C. Ambriano	Knife
Boys Race—Over 15—100 Yards	
1st—J. Laiso	Catcher's Mit
2nd—J. Coony	Baseman's Mit
Boys Race—Under 15—100 Yards Handicap	
1st—Joseph Lazaro	Catcher's Mit
2nd—Alfred Anderson	Baseman's Mit
Ladies 50 Yards Free-for-all Straightaway	
1st—Sadie Carnion	Colgate's Gift Box
2nd—Rosemary Walsh	Bottle Perfume

Ladies Baseball Throwing Contest	**Distance Ft.**
Agnes Bell	39
M. Lazaro	40
B. Lazaro	36
Anna Nelson	41
Victoria Hellings	45
Mrs. Louis Fisher	46
Mrs. Lazaro	36
Bella Warmen	47
Mrs. Kelley (Winner)	51
Miss W. Lynch (2nd)	48

Girls Handicap Race—Under 15	
1st—Anna Green	Bracelet
2nd—Thelma Anderson	Ring
Half Mile Men's Free-for-all	
1st—A. Perry	Suit Case
2nd—Joe Daly	Knife
Stout Ladies Race—50 Yards	
1st—Mrs. Fisher	Bracelet
2nd—Mrs. Hellings	Ring

Some Lively Snapshots at the En



"The Three Mosquiteers"

Howard Canning Winding Up and Hughie Callaghan, the "Ump."

A Cool Place to Park After

Shei

First and Second Prize Winners.

Paddy Kelly after a

A Close Finish—220 Yard Dash—Joe Daly, third from right, winner.

A Jolly Crowd We'll Say—Who is the Bashful Beauty?

J. M. Doremus Just "Beaut

H. G. L

ɔyees' Association Annual Outing

from the Sweltering City.

The Rival Captains—Lou Fisher and Howard Canning.

"I say, Mr. Mead, turn around and face the camera."

hebas.

"better half"
"Briny."

Just after arriving at the Outing Grounds.

All Set to "Go" in the 100 yard Dash, Jimmy Weldon, third from the right, winner.

If Hannavin misses, then Ambriano does the swatting.

ong the

fter completing his Wind-Up.

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL

Vol. 6 A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the Interests of the Company. NO. 9

FRANK ELY, Editor

Vacations with a Smile

Have you ever noticed how many sailors spend their holidays by chartering a row-boat and paddling around the pond in Central Park?

Perhaps you've seen the motorman on his vacation, spending it on the front platform of a trolley car, watching his less fortunate brother guide the destinies of his car through the mazes of Flatbush.

Tom Plunkett tells us of the barkeeper in Bay Ridge who spends his day off by sitting outside of his saloon with his chair tilted against the brick wall, chatting with the boys who drop around for their wet goods.

Another case — a chauffeur who drives a truck all week for his livelihood, is up bright and early on Sunday morning and takes his family out for a ride in the "flivver."

It's funny how human beings like to do the things they're accustomed to.

Carrying Too Much Ballast

There is a *natural* pull back on us in everything we do.

We have to throw off ballast as we go along from time to time in order to arrive anywhere near the goal we set out for.

Why then should we make it more difficult for ourselves by engendering feelings that hamper us in our journey?

The job has got to be done. Why be fretted all the while with the ghosts of things we'd like to be doing instead. Let's do what's nearest to us and get it done. After that, maybe we'll have time to do the things we think we would prefer to do.

Faded Beauties

The maritime history of Massachusetts as distinct from that of America, ends with the passing of the clipper. 'Twas a glorious ending! Never in the United States has the brain of man conceived, or the hand of man fashioned, so perfect a thing as the clipper ship, says the *Maritime History of Massachusetts.* In her, the long suppressed artistic impulse of a practical, hard worked race burst into flower.

The *Flying Cloud* was our Rheims, the *Sovereign of the Seas,* our Parthenon, the *Lightning* our Amiens; but they were monuments carved from the snow. For a brief moment of time they flashed their splendor around the world, then disappeared with the sudden completeness of a wild pigeon. One by one they sailed out of Boston to return no more. A tragic or mysterious end was the final privilege of many, favored by the gods. Others, with loft rig cut down to cautious dimensions, with glistening decks and topsides scarred and neglected, limped about the seas under foreign flags, like faded beauties forced upon the street.

The master builders, reluctant to raise barnyard fowls where once they had reared eagles, dropped off one by one. Donald McKay, dying almost in poverty after a career that should have brought him wealth and honor, sleeps at Newburyport among the comrades

of his young manhood. The Commonwealth, so generous in laurel to second rate politicians and third rate soldiers, contains no memorial line to this man who helped to make her name immortal. But in the elm branches over his grave the brave west winds that he loved so well, murmur soft versions of the tunes they once played on the shrouds of his glorious ships.

Soon he will be joined by the last of the men he knew and loved, the shipbuilders, and sea captains, young and old, and the mates, with intrepid sailors, picked sparingly without noise by thee, old ocean, chosen by thee, suckled by thee, old husky nurse, embodying thee, indomitable, untamed as thee.—*N. Y. Sun and Globe.*

A Quadrillion Words

This is the age of words—the printed, the painted, the electric word; in newspapers, magazines, on billboards and signs.

With considerable patience, one named Stuart Chase has figured out that every year there are printed in the United States one quadrillion, eight hundred trillion words. Newspapers alone are responsible for one quadrillion, six hundred trillion words.

These are great days for the wood pulp manufacturers.

A Smile

Did you ever give serious thought to a smile? What is it that expresses one's happiness?—a smile. What is it that helps make the world go round? —A SMILE. Did you ever pass a fellow in the yard, give him a smile, and receive a scowl in return? No. If you did, he is either dead from the neck up or he is walking in a trance. Regardless of how down in the mouth a man may be,if you just give him a smile he is sure to come back at you with another one.

Some people say, "Smiles make wrinkles." But GOD BLESS THAT KIND OF A WRINKLE. So SMILE, d.....you, SMILE.

Well Known Men in Morse Co.

Mr. R. R. Piper, Assistant Treasurer

THE collection and disbursement of the money of a large business goes on functioning very quietly, so that the average employee in the shops and office is concerned very little about it except as its efficiency is shown in the prompt receipt of their weekly pay envelopes.

R. R. Piper, Assistant Treasurer of the Morse Company, working directly with Mr. Morse, and whose photograph appears on the second cover page of the *Dial,* is responsible for collections as well as disbursements of money for wages and material.

When Mr. Piper came with the concern several years ago, the situation in regard to paying off was unsatisfactory both to employer and employee. This was at the time when the Morse Company was employing anywhere from six to seven thousand men. Within a short time this whole situation was straightened out by the installation of new systems so that all employees were paid within thirty minutes on each pay day.

Mr. Piper was born in a small village in Vermont, and his early education was obtained in the village schools and at the local academy. His health failing, he went into the woods for a year, chopping pine lumber. With his health completely restored, he took a complete college accountancy and banking course in Albany, N. Y., and it was in that city that he procured his first position, paying $7.00 per week. Some time after this, he entered the employ of the Delaware and Hudson Company, and while there passed the Government civil service examination and was appointed Chief Clerk in the Hydrographic Office, Navy Department. This brought him to New York City where he gained his first knowledge of shipping, the Hydrographic Office being charged with compiling data relative to weather conditions on the sea from observations taken by the officers of vessels, and furnishing charts and information to mariners regarding ports to which they sail.

After spending two years in the Hydrographic Office, Mr. Piper again entered the employ of the Delaware and Hudson Company. It was during this period that he supplemented his earlier training in accountancy by special evening work at New York University.

While with the Delaware and Hudson Company he occupied positions as Chief Clerk to Comptroller, Chief Clerk to Vice-President in charge of Treasury and Accounting, and Assistant Treasurer of some of the subsidiary companies.

When the railroads were taken over by the Government in 1917, his future did not seem promising, and he obtained the position of Cashier and Paymaster for the Morse Company. Mr. Piper was subsequently made Assistant Treasurer.

His work in connection with the collection and settlement of accounts has brought him into contact with many men prominent in the shipping world, among whom he has many personal friends.

Are You on the Way to Fortune?

The Astor fortune was founded by a butcher's son who became a fur trader.

The Vanderbilt fortune was made by the boatman son of a farmer.

The Gould fortune was made by a farmer's boy who was smart enough to keep what he earned as a store-clerk and a surveyor, and used it for capital instead of spending it for pleasure.

Decide how much of every dollar you earn you will put aside to keep.

Employees Association Directory
Officers

President, LOUIS T. FISHER, Timekeeper's Department

Vice-Pres., EUGENE CALLAGHAN, Dock Hands Department

Treasurer, EDWARD J. HANNAVIN, Storeroom

Secretary, JAMES M. DOREMUS, Office

Relief Committee, CHARLES WINKLER, Pipefitters Department GEORGE BULL, Gateman JOHN GREENE, Outside Machinist

As Big As All Outdoors

WHILE this is being written, arrangements are going on for the second big outdoor meeting of the Employees' Association. Banners are being strung from the grand stand roof to the main building, riggers are sorting the chairs and stacking them so that they may be carried from the association rooms on the top floor of the Carpenter Shop to be placed in the open concrete spaces in the yard. The squared circle is being moved over into the corner and will serve a double purpose of platform for the vaudeville performers as well as a boxing ring for the bouts to follow.

The program calls for the same quality entertainment that took place at the earlier meeting and which has been the talk of the shops and office since. No outdoor meeting has been held since June, the annual outing in July having taken the place of the regular monthly association meeting. The Entertainment Committee for this month consists of Thomas Riley and James Weldon. There is every reason to believe that the record attendance of the earlier outdoor meeting will be surpassed.

Shamrock IV Returns to England

THE announcement made by Sir Thomas Lipton on his arrival in America last month that he would challenge for the cup and build a Shamrock V, brought pleasantly to the minds of the Morse men July 1920, when the Shamrock IV was high and dry on our No. 2 dock, where she was raised for official measurements and for final tuning up prior to the great ocean derby.

Sir Thomas came to America this year, among other things to supervise the sending back to England of the Shamrock IV, his 23 meter yacht which sailed from City Island on August 21st. He expects to use the boat for races next year and as a trial horse for his new challenger.

It is reported that Sir Thomas' indulgence in yacht racing has cost him about three million dollars to date. He has raced in Germany, France and Great Britain and probably has more prizes than any other yachtsman in the world. Sir Thomas says he would "swap the bloomin' lot of them for the America cup."

Nature cannot jump into Summer without a Spring nor can it jump from Summer into Winter without a Fall.

The Sea

By Faith Baldwin

My naked flesh has felt the wild salt lips
Of little kissing waves, my heart has known
Nostalgia for tall star-guided ships,
By gray wings harried and by blue winds blown
Across that highway, flucuent and stirred
By woman-moods, by woman whims, by swift,
Bright ardours, vagrant as the nomad bird;
And I have felt the blood within me lift
To white drums of the surf on rock-rimmed sand,
Forcing surrender, where the dual sea
Turns male, to mate him with the soft, brown land
In bruising rapture and long ecstasy..
These things I know; and, slave to knowledge, turn
From still allurements of the inland ways
To salt-scarred roads, whereon, one day,
To learn how cleanly there a man might end his days.

—*N. Y. Sun*

S.S. Araguaya

The Royal Mail Packet S. S. *Araguaya* was dry docked this month. This twin screw liner of 10,530 gross tons is in the Bermuda service. It was interesting to those in the yard who saw her handsome lines and buff funnel, to know that this company has very recently contracted with Garland & Wolff of Belfast for the construction of three large passenger steamships to cost three million pounds, or about $13,800,000 at the present rate of exchange. It is expected that they will be placed in the Britain-South America service.

On June 25th, one of the vessels of the Royal Mail line went aground on a reef twelve miles north of Bermuda, and it is reported that the vessel was fast breaking up. Passengers, however, have been taken off the ship without any casualties. This vessel, by name Caraquet was 4,898 tons gross, and was built in 1894 at Belfast.

"Are the directions clear to you now, Jefferson?"

"Yes, sah, all except one thing, doctah. Was I to take dose little pills externally or befo' meals?"—*Judge.*

100 Times Around the World

CAPT. J. W. McKenzie, of the Furness Bermuda liner *Fort Victoria*, has just completed two thousand trips between this port and Bermuda, aggregating about 2,500,000 miles, which is equal to 100 times around the world.

Practically every one in the yard saw the Captain when he attended the first outdoor meeting of the Employees' Association in July.

The Captain has passed forty years of his life in the Bermuda trade, having joined the Furness Bermuda Line when he was eighteen years old and the fact that his appearance belies his fifty eight years is all attributed by the skipper to his consumption of buttermilk.

Many seafaring men in Captain McKenzie's position never take a drink of grog while their ship is at sea but few are averse to quaffing the pre-war brand while they are in port. But Captain McKenzie, who quenched his thirst during his early career on the sea with buttermilk, has now become addicted to it and is convinced that it is requisite to longevity..

Captain McKenzie scouted the idea of his retirement, explaining that he will be at his post just as long as the supply of buttermilk holds out and there is every indication, he thinks, that he still will be the senior captain of the line when he reaches the age of 100.

"Seriously, though," he said, "I don't suppose I'll be an exception to the age limit rule, but captain or passenger, I am determined to remain on the sea for the remainder of my life."

Morse Girls on Moonlight Sail

Through the courtesy of Mr. C. L. Dimon, owner, the steamer "Mandalay" was made available to the girls of the Morse plant for a trip to Atlantic Highlands on Thursday evening, August 23rd. Practically every girl in the office took advantage of this opportunity for a sail and were under the chaperonage of Mrs. Waterman.

Those present were:—

Astrid Anderson, Anne Badger, Vera Braithewaite, Helen Brett, Mathilde Capper, Drucilla Drew, Helen Ellis, Clara Fritsch, Helen Hayes, Elsie Johnson, Anna Miller, Eleanor Nelson, Catherine Nieman, Carrie Pierce, Betty Rose, Catherine Walker, M. Waterman.

The Funny Page

High and Low Comedy Sketches From Yard and Office

"NOW THIS IS QUITE A BIG JOB AN' IT WILL HAVE TO BE DONE WELL — THINK YOU CAN DO IT ALL? RIGHT!
"DOES I,- JUST YOU KEEP YO EYE ON MAMMY'S COAL BLACK ROSE—"
SEELEY OF THE STORE-ROOM GIVING OUT A CONTRACT FOR WHITE-WASHING.
"HELLO-HELLO-YES THIS IS AL DAMSTROM TALKING— WHAT'S THAT I SOUND AS IF I'M ALL IN— I'LL SAY AM,- I'LL NEVER GET OUT OF THIS— HELLO-!!
"AL ON THE TELEPHONE"
SKY-WRITING
RIGGER FILLING OUT FORM 73.
GAME COCK
"HEY-YOU GUYS WILL HAVE TO GET A NEW UMPIRE NOW- I'VE RIPPED OFF MY O'SULLIVAN"
AT THE ANNUAL OUTING
"WELL- IT WAS A RUSH JOB BUT SHE'LL SAIL ON TIME ANYWAY"
JUST AFTER FINISHING A 20 HR. STRETCH OF OVER-TIME.
JULIUS THELANDER - FOREMAN OF THE NORTH RIVER BRANCH LEAVING THE 23RD ST. PLANT AT 4 A.M.
KELLY CAUGHT TRESPASSING ON PRIVATE PROPERTY AT GREAT NECK, L.I.
"HEY GET THAT THING OUT OF THE WAY!!"
"WELL-WHAT'S THE MATTER WITH IT-???
J.A.KELLY
FORD
FORD
UNIVERSITY GOLF COURSE
ED. DONNELLY
NOON-TIME OUT-SIDE OF THE CARPENTER SHOP.
-AND ALL THE TIME HUGHIE CALLAGHAN THOUGHT HE WAS WELL HEELED!!
"A CAPITAL SHIP FOR AN OCEAN TRIP IS THE ROLLICKING WINDOW BLIND"
"THAT'S A-FINE KEEP UP-A DA GOOD-A WORK"
GEO. FILBERT
YES-WE HAVE NO PIANOS, BUT HERE IS A NICE ORGAN.

A LITTLE BIRD TOLD ME

Why didn't Bob Dinsmore invite the crowd to a drink when he hauled out of the water a bottle of "Old Crow" while dry docking the *S. S. Constantinople?*

Joseph McGuirk, ex-President, returned to the yard for a visit the other day and looks good. Joe is a master builder now.

Ed Kelly, of the Dry Dock is now a landlord, having bought a two family house. That a boy, Ed.

Mr. Parker of Yarmouth

Mr. G. F. Parker, of Yarmouth, Nova Scotia, has been a guest of Mr. Morse for the last few weeks, and by the many friends he has made during that time, he may be considered a guest of the Works as well.

In the meantime, while here he has taken a trip to Florida by the Clyde Line, and has obliterated the notion that a trip at this season would be excessively uncomfortable, for as he says "Whoever heard of heat prostration in Florida?"

In fact, he would strongly urge the tired business man and all to make the voyage for the benefit of the soothing sea air and an entirely new environment, especially if taken on one of the Clyde Line ships.

Mr. Parker and Mr. Morse have been life long friends, and when seen together, one cannot tell by Mr. Morse's more than usual smile, whether he is enjoying Mr. Parker's companionship or one of the characteristic jokes with which he burdens his friends.

Herbert Longmore wishes to acknowledge through the *Dial* the expression of sympathy and the flowers sent by the Employees' Association at the recent death of Mrs. Longmore.

John Kelly wishes to thank the Employees' Association for the relief rendered to him during the last month.

Another Parlor Drummer

The lights were dim, the curtains down and two on the setee.

He—"Does your mother object to kissing?"

She—"Do you want to ring the whole family in on this party?"

—*Puppett*

Overheard At The Outing

Gee! Look at me, I was in the Fat Ladies Race. Shh, not so loud, Jack.

We will not run against those thin ones. (Stout Ladies).

Why don't those young fellows come up and dance? (The Flappers)

Get out of the light till I get a picture of my Mother-in-law.

Take it easy, Brownie, you can win that race.

Where can I get my shoes repaired?

Mr. Mead is a nice looking fellow; wonder if he can dance?

Hain't that Kelly woman got a wing? Gee, look she throwed it away.

Holy Smoke! 35c for beer. Nothing doing. Keep it. I get four bottles for a quarter out our way.

Turn to the left, Walsh, turn to the left!

* Sport Stars *

Howard Canning—Single Sculler,

Fred Edwards—Manager Maplewood Baseball Club,

Henry Crist—Manager Farmers' Baseball Club,

Pete Grant—2nd Baseman Orange Club, formerly Manager of Ivanhoe A. C.,

Bill Smith—Checker Champ.

John Smith—23rd Street Chauffeur, composer and author of "Sure It's Mine, All Mine," was married in June.

J. Carlson—Outside Machinist, spent most of his time at the Outing looking for the Sheriff of Bayville, to "pinch" the "Casino" for exhorbitant prices.

A Very Sad Case

This pathetic letter was recently received by a business house in Rochester from one of its traveling salesmen:

"Where did I tell you to send my check for this week? I didn't keep a copy so don't know where you were to send it, but wherever it was to be sent, please send it at once; only, how am I to know where it is so I can go there and get it, as I leave this town to-night and don't know where I will be next."—*Youth's Companion.*

Fast Boy!

Cy:—"Have you ever been pinched for speeding?"

Nevada:—"No, but I've been slapped for going too fast!"

School Again

Any morning before 7:00 A.M. will find Boyle conducting school out at his "dirty acres" at the front entrance.

Boyle:—"Give me a sentence with the word liver in it."

Patsy:—"My goil say I shud liver alone."

Boyle:—"Very good. Now give me a sentence with the word minute in it."

Dominic:—"I'se a steppa on a girl's a foot. I'se tell her I din'a minute.

Boyle:—"Fine. Now a sentence containing the word pencil."

Patsy:—"If youse a don' wear suspenders you pencil come down."

Boyle:—"Bring on the fire hatchet."

Head Work

He:—Why you don't even know what an emergency brake is.

She:—No, what is it?

He:—Something you put on in case of an emergency.

She:—Oh, you mean a kimono.

Everyone in the plant is glad to see George Maylor back from his trip abroad, where he renewed many of his former British and Colonial friendships.

Big Joe refuses to work all night. Till six o'clock in the morning is long enough for him.

Overcoats Bought, Sold or Exchanged. Apply Ben De Bar.

Charley Winkler says the yard is not what is used to be. All that he can make now is $70. or $80. a week.

Shades of St. Patrick. What's going to happen? Paddy Sullivan refused "soap."

Fred Hanson, of the Machine Shop, toured New York State during his vacation.

Automobile Alley.—We now have Monday and Holiday all week in the Garage.

A public school teacher asked her class if they could define the words "Cynic" and "Stoic." A Jewish boy said he knew, and when asked to tell the class said, "A cynic is what me mudder washes her dishes in and a stoic is der boid what brings little babies."

Card of Thanks from Mr. & Mrs. Piper

Mrs. Piper and I wish to express our most sincere thanks for the beautiful china dinner set presented to us as a wedding gift by our friends in the Morse Dry Dock & Repair Co.

We appreciate this gift more than can be expressed because we know it carries with it the good-will and friendship of all who participated.

—*R. R. Piper.*

There Is No Truth In The Rumor

That Bill Borgeson was seen looking in a rubbish bag for a hat that he could present to Bill Smith.

That Wilson is training for a new record. His best to date is two full meals in the Office Dining Room.

KOHL BUNK-ers

Shannon should say, "Thank you," very politely when someone brings an armful of letters to the Cashier's office around five o'clock.

Somebody wants to know whether the Worcestershire bottles in the dining room contain "Waterman's" Ink.

No. 1 dry dock is kicking on account of overtime work, due to No. 2 dock being on two weeks vacation, at Staten Island.

Postal card received from No. 2 dock states the water is fine over there, but that it can't get rid of that "empty" feeling.

The Sample Case

"Pop, I got in trouble at school today and it's your fault."

"How's that, my son?"

"Well, you remember when I asked you how much a million dollars was?"

"Yes, I remember."

"Well, teacher asked me today, and 'helluva lot' isn't the right answer."

—*American Legion Weekly.*

Angry Wife—Are all men fools?

Husband—No, dear. Some are bachelors.—*Swank.*

Passerby (to motorist at side of road): "What's the matter? Have a puncture?"

Motorist (with great self-control): "No; I'm changing the air in the tires!"—*Reo Spirit.*

The Office Cat Says—

Things We'd Like To See

J. G. Kohl's Tin Lizzie hitting on all "4."

J. A. Herrlein keeping away from 4th and St. Mark's Avenues.

Chris Strachan raise a baby goatee to match his baby moustache. Ditto for Wilson.

Paul Sheehan's "dog" muzzled and licensed.

Pity Miss Miller. Not until she has Beauty's brother will she stop mourning. Beauty, by the way, was a little white poodle who died of a broken heart.

Here are a few from Walter Pierce of the Fuel Oil Dept.—"Now Listen," "Dead as a Rag Doll," and "Doofliggers and Finneganpins."

Miss Fritch of the Purchase and Storage Department easily carried off first honors in the aquatic events at the Outing.

A new pamphlet on "How to Win at Checkers by the Three Jump Method" by Bill Smith of the Cost Dept. is now ready for publication.

J. J. Jones, Fuel Oil Dept., looking up Telephone Directory: "Dave, what is this, a 2 or a 7? I gotta get new glasses."

A busy young girl was Miss Gatje,
While "Mary" was off on a spree,
"I worked so fast no one could catjme,
Because I had two jobs," said she.

Height and breadth are well represented in the Pay Roll Department by Al Damstrom and Miss Poeschmann.

Said Brady to Reese,
Won't bills ever cease?
Said Reese unto Brady,
No, not till we're eighty.

Cupid has been seen taking aim with his little bow and arrow at George and Elener. Have they reckoned the "Cost"?

New Employees

J. J. Jones, Sales Engineer, in the Fuel Oil Engineering Department.

J. Sharpley, Inspector, at the North River Branch.

J. Duff, North River Branch.

J. Gellert, Receiving Clerk, North River Branch.

A. M. Gilbert, R. Fransecky, and F. Golden, Timekeepers.

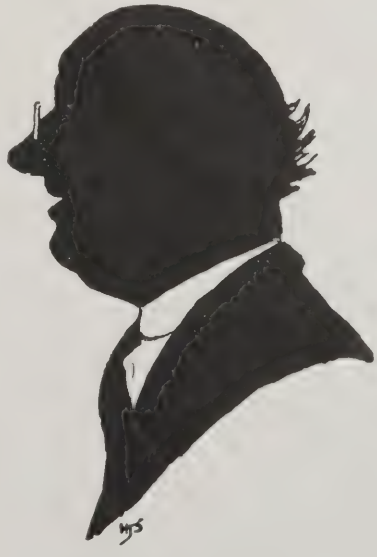
N. Fusaro, Shop Clerk.

Miss D. Drew, New File Clerk.

Purchasing and Storage Department, J. Bruce, A. G. Holliday, and C. W. Petersen.

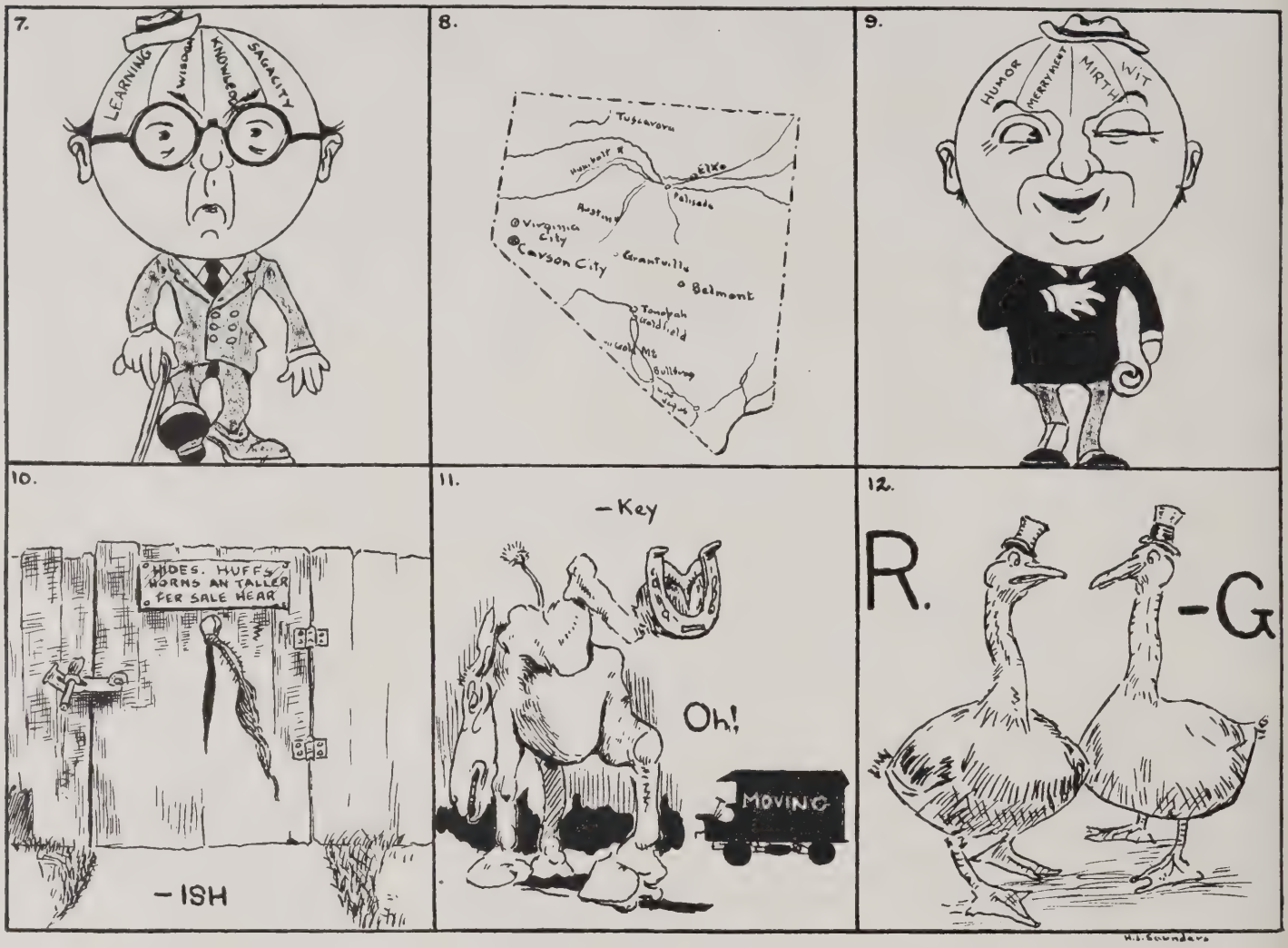
Chris. Strachan:—Have you a comb, Walter?

Pierce:—No, how about a hacksaw blade?



Day in and Day out
He is always about
Checking us in and
Checking us out.

How good is your guess of these six? They are all the names of men in the shops or offices of the Morse Company. The correct answers to the six appearing in the last issue of the *DIAL* are as follows: 1. Herrlein, 2. Doremus, 3. Hallock, 4. Sjursten, 5. Boyle, 6. Seeley.



"Cap" Kirby and "Google" to Join Hollywood Colony

Motion Picture Magazines Please Copy

On Sunday, July 9th, when the Famous Players-Lasky Corporation brought their Director and camera man to the Morse yards, in order to get a picture of a steamer and the ship yard for one of their pictures featuring Thomas Meighan and Lila Lee, there was one man in the Morse plant who enjoyed the occasion perhaps more than anyone in the cast or among the supernumeraries.

Capt. Kirby of the Morse plant, with his perennial sense of humor, had a full day.

As the story of the plot goes, the Captain of the ship had fallen down on his job and the ship was really brought into port by Thomas Meighan who was first mate. However, when the ship arrived ten days late the crowd on the wharf gave the Captain an ovation, thinking that he had guided the vessel safely to port.

Capt. Kirby, for some reason or other, was tipped off as to the plot and when the Captain of the ship came down the gang plank strutting as becomes a hero, Kirby let the "supers" in on the inside story that the Captain was really not a hero but a weakling, so some of the mob instead of shaking his hand and congratulating him, tried to punch and kick him and our own "Barney Google," so it is reported, bit him.

As the scene is reported by one who was on the ground, Donald MacDonald, the millionaire bulkhead superintendent, also of the Morse Company, with his fifty dollar Panama hat and his twenty-five dollar shoes got caught in the rush, much to the detriment of both his head-piece and his shoes. Billy McEwen was butted into the mob by the goat which was the mascot of the ship, and got so excited that he bit himself in the ear.

The goat was very much excited too, and was fed cigarettes to quiet his nerves, but as Jack Phin says, he ate the cigarettes to keep the moths out of his stomach. It is reported by one who saw the scene that Capt. Kirby's beauty, grace and style and his clever acting made Thomas Meighan look like an extra. Lila Lee took quite a fancy to Jimmy Donovan, which made Kirby and "Barney Google" sore as they both thought that they had made a hit with her. Ralph Ince, the Director, had Capt. Kirby pose as a range post for the camera man. The Captain acted the part of the post so naturally that Bill Scolley, the property man, tied the goat to him.

It is further reported that Capt. Kirby and "Barney Google" will start for Hollywood next week on the good tug "Spark Plug."

Down the Harbor

Ships of every nation, boats of all degree,
Tugs and scows and liners, heading out to sea.
Schooners tossing on the swell, freighters off to roam,
Me upon the ferry deck—just going home.

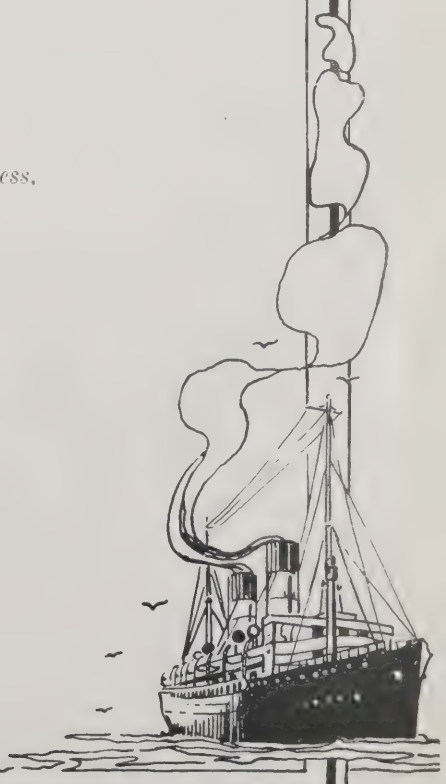
Leaping ball of flaming red on a field of white,
Whispers of the cherry tree in Fujiyama's sight,
Tells of nights as soft as pearl, maidens fair to man,
Breathes seductive messages of Old Japan.

Queenly slender liner, first among the ships,
Mark her proud nobility as she gently dips.
Hers an air of cold reserve, turning toward the sea,
Wrapped in pride of birth and aristocracy.

Shabby, dirty freighter, nodding like a shrew,
Riding high and empty, idle as her crew.
No one knows her parentage, none where she was born,
Yet when she was one year old she cleared the Horn.

Ships of every nation, boats of all degree,
Whispering the lures of lands unknown to me.
Telling of adventures high waiting 'cross the foam—
Me upon the ferry deck—just going home.

James K. McGuiness,
in the Sun Dial.



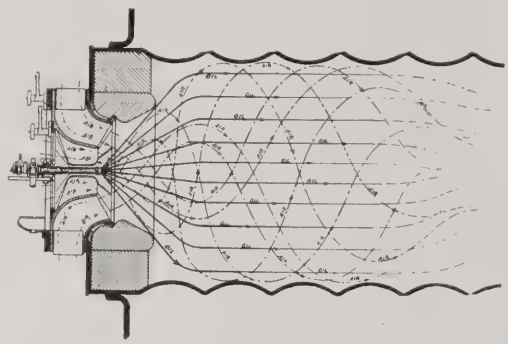
The Printe-Wark Company of New York City

Maximum Evaporation

can only be secured with equipment which will:—

1. Finely atomize the oil in such a plane that air may break through the cone, instead of traveling parallel to and on the outside of it.

2. Introduce air with sufficient velocity and at right angles to the oil spray cone to insure every oil particle throughout the mass being surrounded by air necessary for combustion.



3. Bring about this combustible mixture in the front end of the furnace instead of the rear. Engineers know that 75% of the work of a boiler is done in the furnace proper.

Showing Action of Morse System

With complete front end furnace combustion, higher evaporation is secured, and no damage is done to rear end stay bolts.

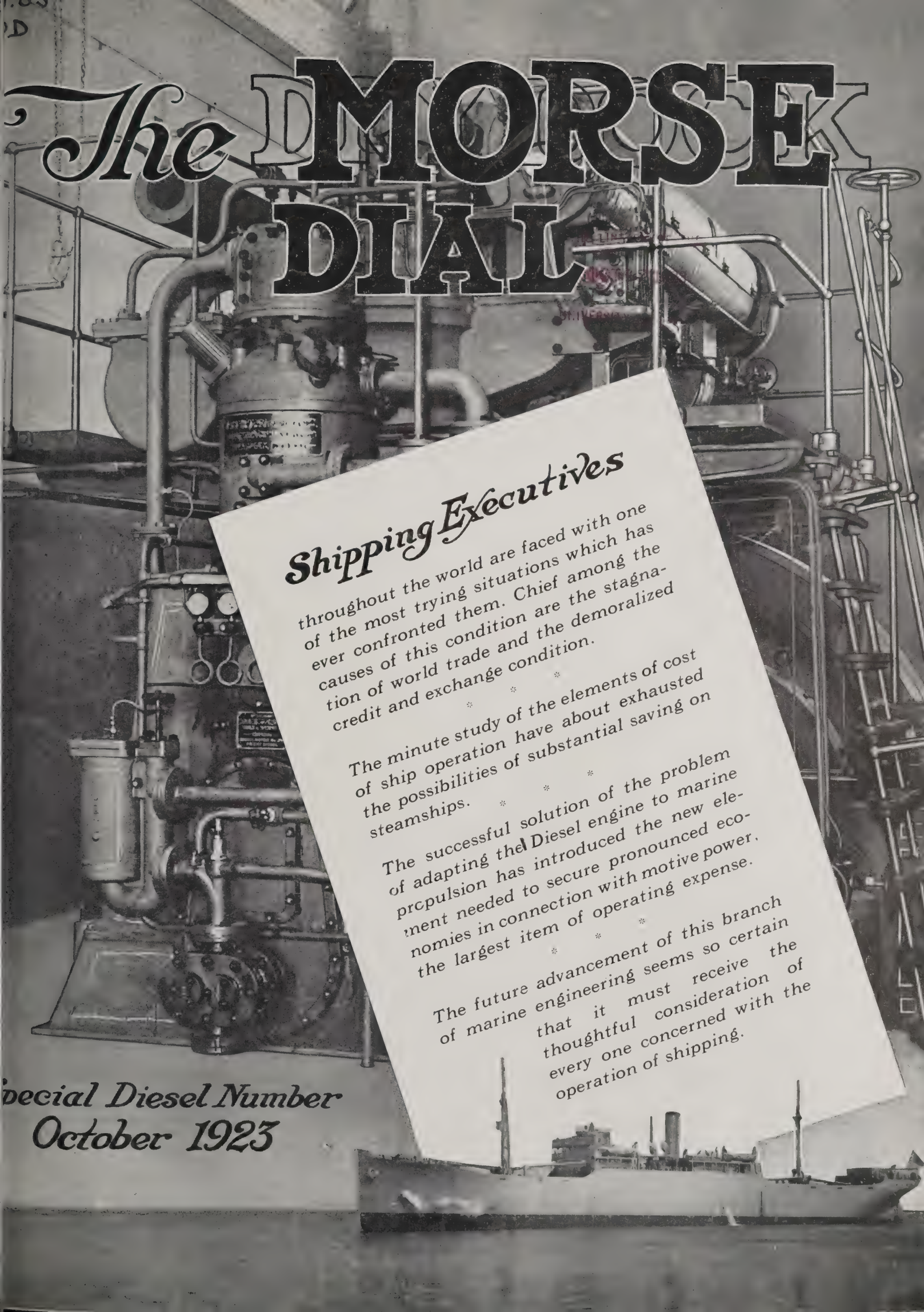
Morse Dry Dock & Repair Co.

Main Plant:
Foot 56th St.
Brooklyn, N. Y.
Tel.: Sunset 5100

New York Office:
17 Battery Place,
New York City.
Tel.: Whitehall 1230

North River Branch:
629 West 23rd St.,
New York City.
Tel.: Chelsea 4555

The MORSE DIAL



Shipping Executives

throughout the world are faced with one of the most trying situations which has ever confronted them. Chief among the causes of this condition are the stagnation of world trade and the demoralized credit and exchange condition.

* * *

The minute study of the elements of cost of ship operation have about exhausted the possibilities of substantial saving on steamships.

* * *

The successful solution of the problem of adapting the Diesel engine to marine propulsion has introduced the new element needed to secure pronounced economies in connection with motive power, the largest item of operating expense.

* * *

The future advancement of this branch of marine engineering seems so certain that it must receive the thoughtful consideration of every one concerned with the operation of shipping.

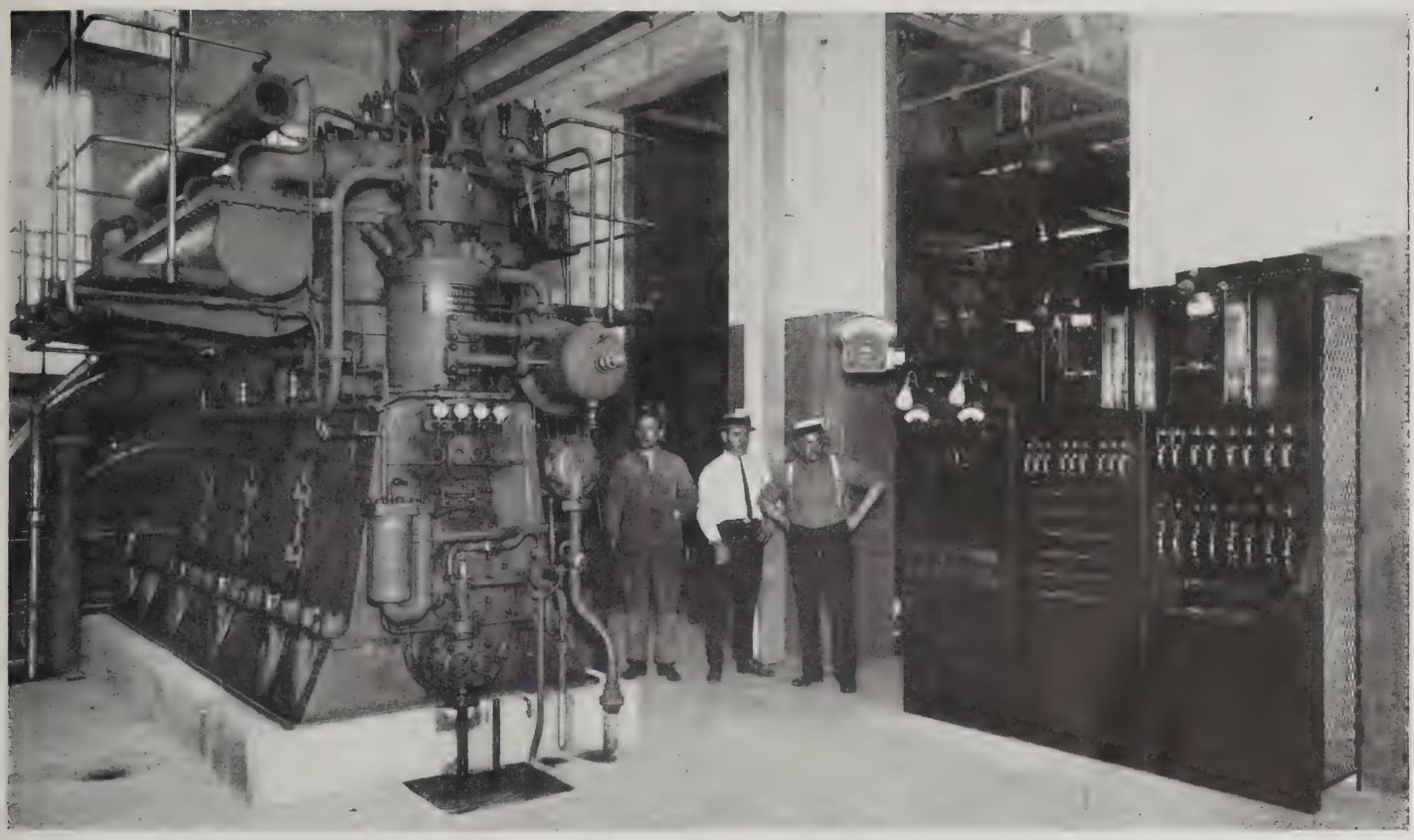
Special Diesel Number
October 1923

Mr. Louis R. Ford
Manager, Morse Diesel Engineering Department

See Page 11

MORSE DRY DOCK DIAL

VOL. 6 October, 1923 NO. 10



View showing engine from exhaust side, with switch board at right. Reading from the right the group in the center is composed of Chief Engineer Emil Jahnke of the Gobel plant, Mr. H. G. L. Smith, of the Morse Diesel Engineering Department, and Engineer Lund, of Burmeister & Wain.

The First Industrial Diesel Engine Plant in New York City

The Morse Company Installs 4-cycle Diesel Engine to Supply Power in the Gobel Plant

AN unusually interesting installation recently completed by the Diesel Engineering Department of the Morse Dry Dock & Repair Co. is the Diesel electric generating plant installed in the meat packing establishment of Adolph Gobel. The meat products of Adolph Gobel have for many years enjoyed an established reputation for unusual excellence and the high quality of these products is reflected in the Gobel standard of efficiency maintained throughout the great plant at 1011 Flushing Ave., Brooklyn, N. Y.

The old power house with its oil fired boilers, steam operated refrigerating compressors and generating sets, is a model of its kind but when the increasing demand for electric power throughout the plant necessitated an increase in electric generator capacity, it was decided to install the most modern and economical type of machinery. A contract was made with Burmeister & Wain, Ltd., of Copenhagen, Denmark, to supply a 300 B.H.P., three cylinder, trunk piston type, 4 cycle Diesel engine, direct connected to a 200 k. w. direct current generator, to be installed by the Morse Dry Dock & Repair Co.

While the engine was being completed in the shops of the builders, in Copenhagen, erection of the new power house, from plans prepared by Louis Allmendinger, a well known Brooklyn architect, was begun. The original power house was extended by tearing down an adjacent store building and erecting a handsome brick and concrete addition 20′ x 80′, with Fenestra steel and glass sash in the front and rear walls. Buried in concrete, under the floor at the front end of the engine room are two fuel tanks of about 6,700 gallons capacity each, with filling lines leading from the sidewalk on Flushing Ave. The engine foundation is located at the rear end of the engine room, leaving space between it and the fuel tanks for a second engine. In addition to the usual vent filling, and steam smothering lines, the fuel tanks are fitted with pneumercator gauges, the gauges being mounted on the engine room wall adjacent to the engine, with pipe connections to the tanks. By means of these gauges the amount of oil in each tank can be read off at a glance without the necessity of taking soundings. A hand operated traveling crane of 8 tons capacity is installed to facilitate handling engine parts.

The construction of the new engine room, installation of tanks and placing of the overhead crane were completed by the time the engine and generator with accessory equipment arrived. All of this machinery was delivered in crates by truck to the power house, the largest single piece being

the flywheel, 11′ in diameter and weighing 8 tons, the whole shipment comprising 37 large crates. From the time of arrival of the first crate, erection of the machinery proceeded rapidly and smoothly under the skillful supervision of Mr. H. G. L. Smith, of the Morse Diesel Engineering Department.

The contract called for completion of the plant on August 1st. On July 31st the original air, pumped into the starting air bottles in Copenhagen, was turned into the cylinders and the engine started immediately on a short initial run. On the following day the engine was again started up and was kept in continuous operation for eight days, carrying the plant load and operating smoothly and without vibration.

The details of the plant equipment are as follows: the engine is of standard Burmeister & Wain design, with the crankshaft coupled to the generator at one end and with an attached air compressor operated from a crank at the other end. Coupled to the end of the compressor is a lubricating oil pump which forces oil through all the bearings and into the working pistons. The oil flowing from the bearings and from the pistons falls to the bottom of the crank case and is collected in a sump, from where the circulating pump takes its suction. An auxiliary hand pump is inserted in the system with which the bearings may be flooded with oil before starting the engine. A portion of the hot oil returning from the piston is passed through visual flow indicators on the outside of the housing, where it may be seen and felt. Fuel is injected by a single pump with a regulating valve for each cylinder. Fuel oil flows to this pump by gravity from an elevated service tank, passing through a filter between tank and pump. The small service tank is filled from the main storage tanks by means of a small semi-rotary hand pump. Cooling water is drawn either from the city water mains or from the drip pans under the ammonia condensers on the roof of an adjacent building. This condenser cooling water is obtained from wells, thus providing two separate water supplies. The water that is heated in cooling the cylinders of the engine flows into a sump tank under the engine room floor, from whence an automatically controlled pump discharges it to the feed tank in the boiler room, thus supplying hot feed water to the boilers. Hot water not required for boiler feed is passed into service tanks for use in the various washing operations throughout the plant.

TEN photographs showing the progress of this Diesel engine during its installation in the Gobel plant are reproduced on pages 8 and 9 of this issue of the *DIAL*.

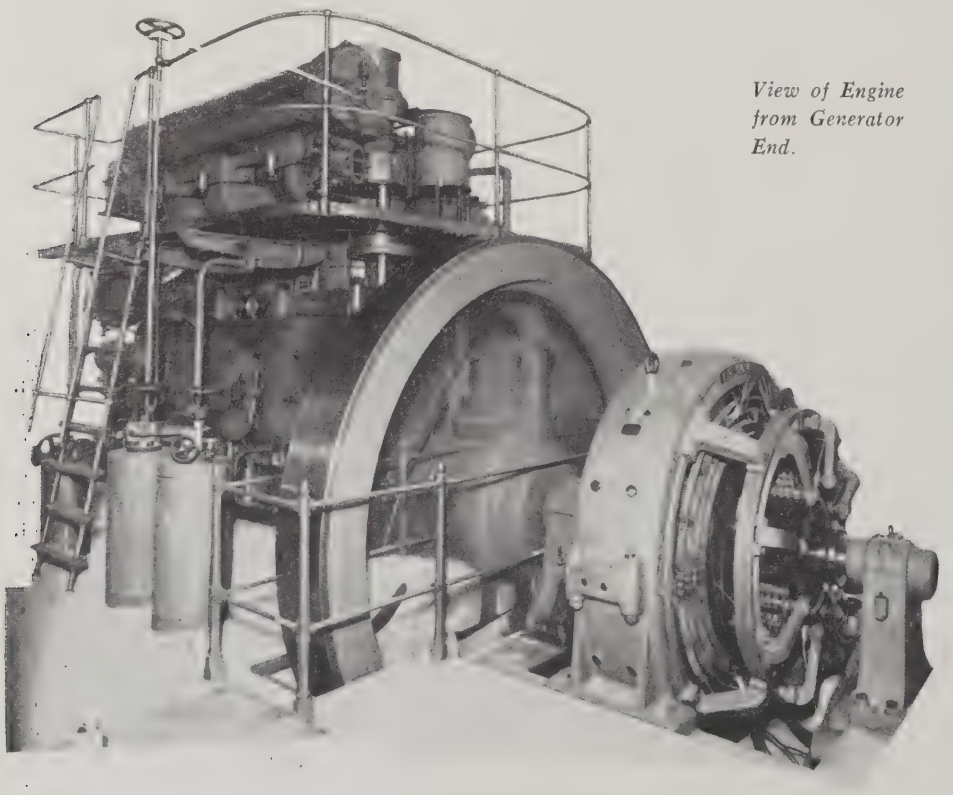
Muffling of Exhaust

The exhaust pipe from the engine is carried in a trench under the engine room floor, through the rear wall, and discharges into an underground, concrete exhaust pit. From this pit an outlet pipe is carried to the roof of an adjacent building to a height of 66′. This results in perfect muffling of the exhaust. The main leads from the generator are carried in conduit under the engine room floor to a handsome switchboard mounted in an opening between the old engine room and the new, within easy reach of the old switchboard. This board is equipped with the usual indicating and recording instruments and switches for current distribution and for parallel operation with the old generators.

Decorative Finish

After installation was completed and the plant turned over to Chief Engineer Emil Jahnke, the man who is responsible for the high efficiency of all the Gobel mechanical equipment, the purely utilitarian color used in the original painting of the engine and generator was changed to conform to the more decorative color scheme used throughout the plant. Engine and generator are finished off in blue with gold striping, and contrasting black nuts and bolt heads. Piping and tanks are coated with aluminum and the engine room walls are finished in white plaster with a gray wainscoting. The combined effect is one of brightness and scrupulous cleanliness in the engine room that is possible only where Diesel engines are used.

This installation is attracting a great deal of attention not only as an example of successful application of the Diesel engine as a source of cheap power but also because it is the first industrial Diesel engine installation in New York City. One of the deciding factors influencing the selection of this type of plant was the availability of the facilities of the Morse Diesel Engineering Department for installation and maintenance work.



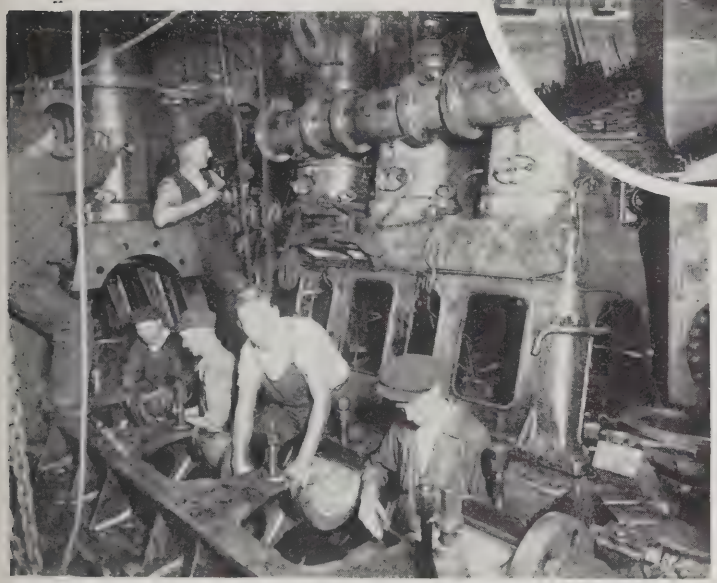
View of Engine from Generator End.

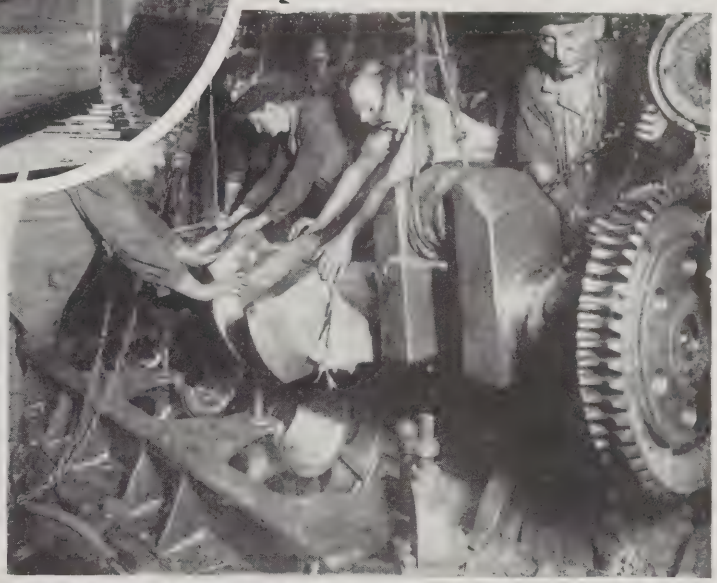
Apparent absence of any spokes in flywheel due to rapid revolution of wheel. Entire absence of vibration indicated by the sharp, clear outlines of all parts, although picture was taken while the engine was in operation.

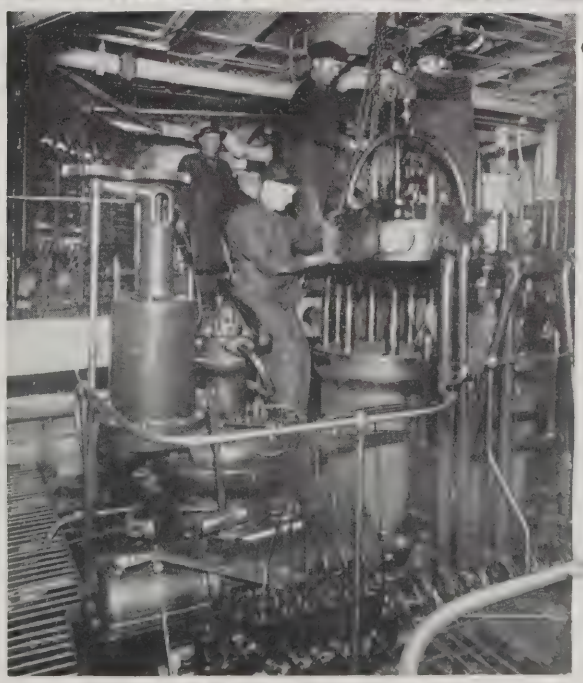
Some Recent Motorship Visitors to the Morse Yard and Some Diesel Engineering Department Activities

M.S. Svealand equipped with Polar 2 cycle Diesel Engines.

M.S. Tancarville, a molasses tanker equipped with Bolinders semi-Diesel engines.







Above—*A Diesel propelling engine in process of erection.*

To Right—*Opening up the cylinders of a Diesel engine for inspection.*

Above — *Morse workmen installing a Diesel engine crankshaft.*

In Circle—*M.S. Titania, equipped with Burmeister & Wain 4 cycle Diesel engines, on dry dock.*

An Interesting Example of Marked Economy By Substitution of Oil Engine for Wasteful Steam Plant

A GREAT deal has been written concerning the economic advantages of motorships over steamships and much thought and discussion has been devoted to planning the conversion of existing steamships to oil engine drive. It has been clearly demonstrated that under the proper conditions and if correctly executed such conversions result in a large reduction in operating costs. It is interesting to note that in the case of work boats, launches and other small steam craft the per cent savings resulting from such conversions is greater than in the case of the large steamships.

An interesting example of the very great economy to be realized by the substitution of oil engines for existing wasteful steam plants is the work boat *Say When,* of the Morse fleet. A very necessary part of the equipment that has made the Morse yard famous as the largest and most completely equipped ship repair plant in America, is the large fleet of yard craft operated under the very efficient direction of Capt. Wm. F. Kirby. This fleet consists of launches, derrick lighters, tugs, barges, pile drivers, dredges, etc., and the units range in size from one man launches to large, sea going tugboats.

For some years one of the most active vessels in this fleet has been the *Say When,* a service launch, 60 feet in length, propelled by a 250 H.P. triple expansion steam engine and equipped with a water tube boiler of the small tube type. When the wear incident to hard and continuous service made it necessary to recondition this vessel, it was decided to remove the steam plant and install an oil engine. The very wide difference between the ratios

Lifting 100 *B.H.P. heavy duty engine into tug in the Morse yards.*

of continuously available horse power to rated horse power in the steam engine and the oil engine indicated that an oil engine of much less rated power than the old steam plant would be required. A Fairbanks-Morse, four cylinder, 100 B.H.P. heavy duty engine was selected and while it was being installed the opportunity was taken to put the hull in first class condition throughout. The hull was placed under one of the large cranes, out of the way of yard traffic, and the complete conversion and overhaul was made with the vessel out of water. When the work was completed, the vessel, complete in all respects and ready for service, was picked up bodily by the crane and placed in the water.

The complete conversion including cost of new machinery, general overhaul of hull, rebuilding deck house, building tanks, etc., cost $10,712.47. After being placed in service the wisdom of converting the oil engine drive was amply demonstrated by the very gratifying results obtained. Accurate cost records, covering a long period of operation as a steamer make it possible to get some very direct comparative figures on operation. A careful record of these figures kept since the vessel was replaced in service, indicate that the savings effected will, in a short time, pay off the entire cost of conversion.

The boat is engaged in general harbor and yard service six days per week. This service brings out everything in a boat and requires extreme flexibility and handiness. The *Say When* may be met in any part of New York Harbor or tributary waters, transporting the Morse workmen to and from their jobs on the various ships being cared for by the wide spread Morse organization, or she may be seen shifting vessels around the docks at the yard, even at times pulling lustily on the tow line of some large steamship that requires assistance in getting away from its dock.

Since the requirements of this service are intermittent, the *Say When* must be ready for service at all times and subject to telephone calls. The average time under way each day amounts to about 5 hours. When operated as a steamer this meant that the standby losses were very great, since it was necessary to keep the boiler under steam all the time. Since the oil engine was installed these losses

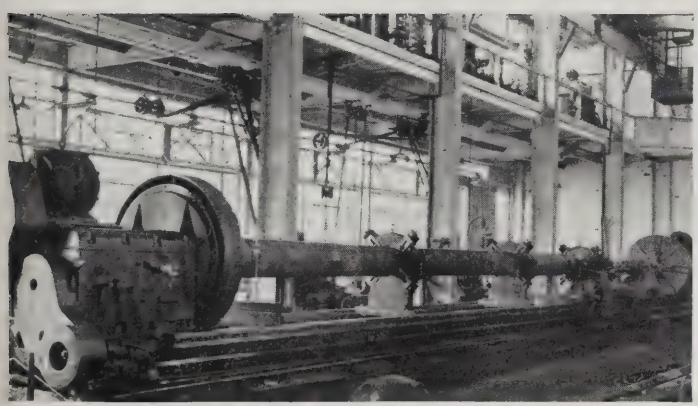
The tug "Say When" converted from steam to oil engine,—effecting a total saving in operating costs of approximately $14.00 *per day.*

are entirely eliminated. When tied up to her dock not a cent is being spent for fuel or lubricating oil but the engine can be started in a few seconds at any time, day or night. As a steam vessel the total operating cost of the *Say When,* while under way averaged $11.41 per hour. As a motor vessel this cost has been reduced to $5.44 per hour, thus effecting a saving of $5.97 per hour. Taking all expenses into account, over equal periods of time, averaging five hours per day underway, the total cost per hour in commission was $3.25 as a steamer and is $1.56 as a motor-boat. This means a saving of $13.76 per day due to the change to oil engine drive and it can readily be seen that this saving will soon pay off the cost of the change.

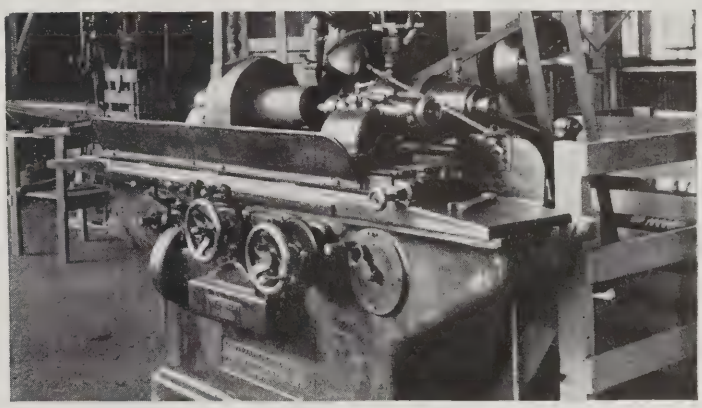
Morse Facilities Available for Diesel Work

Views Showing Some of the Facilities of the 40 Acre Plant of the Morse Company.

To left—*The Morse Machine Shop, its 40,000 sq. ft., completely equipped for every kind of machine work.*



Turning a propeller shaft in the largest lathe in the Port of New York.



Grinding a Diesel engine piston pin in automatic grinder installed especially for this work.

NOT the least important element to be considered by any shipping executive when deciding on where to place his repair work is the plant facilities of the ship yards under consideration.

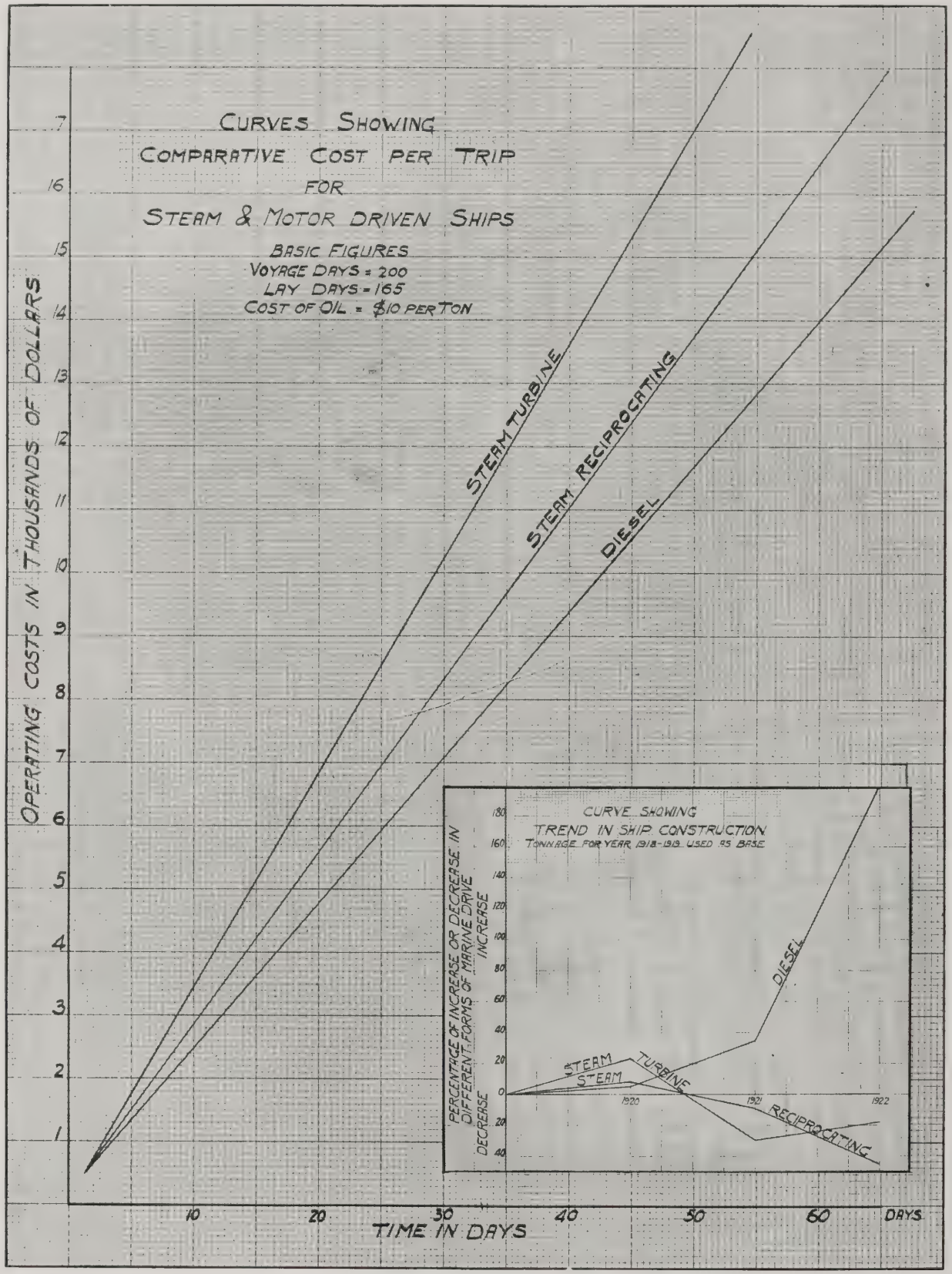
This is particularly true of Diesel conversions or repairs. A small or poorly equipped yard may sometimes compete successfully for such work but the execution of the work without adequate facilities often makes it necessary to resort to farming out some of it or to make shift arrangements that, however ingenious they may be in themselves, result in a completed job that is not up to the rigid requirements of marine Diesel standards.

The Morse dry docking and marine repair facilities have been for years considered to be the most complete and effective in America. The scope of these facilities is wide enough to cover any contingency that may arise in marine work.

Floating, stationary and mobile land equipment are combined to make it possible to bring the work to the repair facilities or take the facilities to the work. Every need of every type of ship is provided for, whether it involves craftsmanship in cloth, wool or metal. The manipulation of the largest forgings and castings or the finest and most precise tool work is accomplished with equal ease.

The greater precision of workmanship necessary in Diesel engine work as compared with steam practice requires a much wider range of equipment than is customarily found in steam engine or marine shops. Wherever the requirements of such work indicated the need for special machinery the already unusually complete equipment was added to.

The selection of these special items was made with a view to combining with the Morse conversion facilities the most efficient and skillful Diesel engine maintenance and repair service in America. The three views above give an idea of the high standard of equipment to be found throughout the whole plant.



SINCE the data was compiled on which the graph showing the relative change in the number of motorships, steam turbine driven ships and reciprocating engine ships is based, the growth of the world's motorship fleet has been remarkable, both as to total tonnage and size of individual ships. Complete data for bringing this graph down to present date are not available, but some interesting figures indicating the trend in shipbuilding are presented in the last issue of Lloyds Shipbuilding Returns. The figures in this report, which it should be noted cover only vessels classed by Lloyds, show that the world's gross tonnage of steamships under construction March 31, 1923 was 2,511,789 tons and on June 30, 1923 the total was 2,136,924 tons, showing a decrease of 15%. For the same dates the motorship tonnage was 327,232 and 387,936, showing an increase of 18%. In the section dealing with new tonnage commenced during the quarter we find that on March 31, 443,716 steamer tons had been commenced and on June 30, 202,515 tons, showing a decrease of 55%. On the same dates the motorship tonnage commenced was 79,616 and 107,015 tons respectively, an increase of 25%.

Capturing the Imagination of the American Shipowner

Shipping Organizations Making Studies of Motorship Operation, Realize Importance of Skilled Marine Engineers —Morse Company Offers Constructive Service in this Regard.

THAT the Diesel engine driven cargo ship is capturing the imagination of the American shipowner to a steadily increasing extent is indicated by the fact that inquiry among the executives of every shipping organization discloses the fact that they have recently made or have in progress more or less thorough studies of motorship operation.

Likewise practically every naval architect in the country has devoted no little time to similar studies and to designing problems involving the adaptation of the marine Diesel engine to various kinds of service. There is often a wide variation in the conclusions arrived at from these studies but these debatable points are not pertinent to the present discussion.

A canvass of opinion among a large number of ship operators clearly establishes the fact that there is a pretty general feeling that the ability of American engineers to operate Diesel machinery is sufficiently questionable in many cases, to exercise a large influence in deciding for or against the motorship. Individual experiences that may be cited to justify this feeling should not be given too much weight for nearly every unhappy experience in this connection is attendant on some special circumstances that make its value questionable as a standard for judgment.

There is no doubt that the Diesel engine is more dependent for its successful operation on the skill of the engineer and his devotion to duty than is the steam engine. The old standard type of marine steam engine will often be allowed to fall into an amazing state of disrepair, typified by the classic "trip of the Bolivar out across the Bay," yet it will continue to run.

The Diesel engine, on the other hand, must be pretty nearly right or it will not run at all. This characteristic of the steam engine has made possible the practice of an owner paying off his engineers when the ship is to lie in port for a considerable period, then picking up new engineers from miscellaneous sources shortly before sending the vessel to sea again.

The average marine engineer of experience can go into the engine room of a strange steamer, get under way and complete a voyage without any particular difficulty, changing at the end of the voyage to some other vessel, but it is inconceivable that under such circumstances he will develop any personal interest in or loyalty to his ship. The same sort of procedure applied to a motorship invariably results in serious dissatisfaction with either the engineer or the engine and adds to the burden of operating expense.

A Diesel engineer may have had a wide operating experience but it is unfair to expect him to go to sea with a strange make of engine and not have trouble. There is no inanimate object that will acquire more human attributes in the minds of its caretakers than the propelling engine of a ship, if their association is continued long enough. This personal interest that is developed, the intimate knowledge acquired of every structural detail of the engine and the knowledge developed of just where to expect trouble and how to present it are all arguments for permanence in the engineering staff.

It is common practice in Europe to detail engineers to the shops where a new motorship engine is started and let them assist in its construction, test and installation. Thus before the ship has ever turned a wheel the engineers are thoroughly familiar with every part of the engine, external or internal. The same engineers then take the ship to sea with the confidence born of already long association.

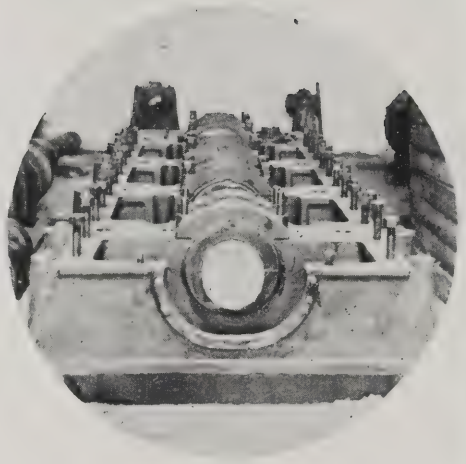
There is no denying that there are a number of American Marine engineers who are operating under licenses as Diesel engineers who are not competent. This is largely due to the fact that for a number of years the Steamboat Inspection Service Organization did not provide for any real Diesel engine examination. The result is that the possession of such a license signified that the holder has complied with the rather vague legal requirements but does not necessarily mean that he knows anything about Diesel engines.

The original prejudice against the Diesel engine that was rather widespread among marine engineers has almost completely disappeared and those among them who are ambitious for advancement see in the Diesel engine a means of elevating the general professional status of the marine engineer. This is indicated by the keen interest displayed by membership of the engineers' associations in all matters pertaining to the Diesel engine. Large owners of motorships have realized that to attract and hold the intelligent type of engineer needed for successful Diesel operation, improved living conditions must be provided. This sentiment is reflected in the handsome living quarters provided for the engineers on most modern motorships. It is fast becoming apparent that preferential treatment from the owner puts a premium on engineering skill and intelligence.

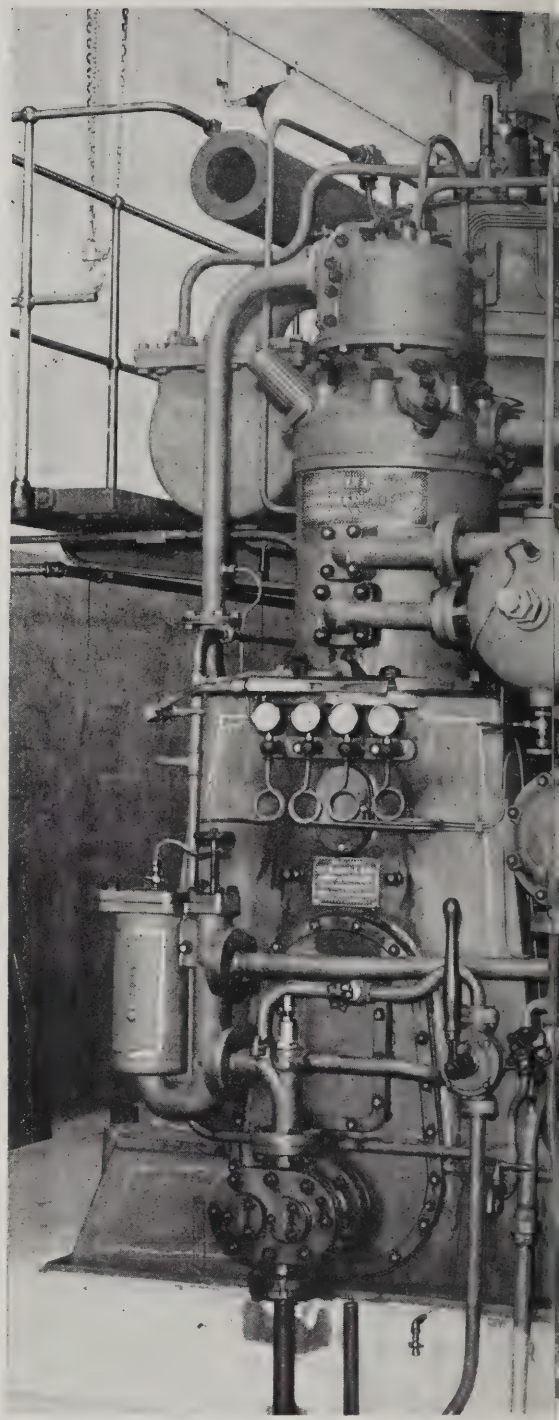
The small number of American motorships, as compared with the foreign flag motorships, has made it difficult for a large number of American engineers to gain extensive Diesel engine experience but, given equal opportunity there is no question of the ability of the American engineer to acquire equal skill in the operation of any kind of machinery. The vast number of stationary Diesel engine plants in operation in this country has developed many skillful, intelligent and resourceful engineers and there is no doubt that the marine engineer accustomed to more severe operating conditions and, by the nature of sea life, more accustomed to meeting trying situations and assuming large responsibility, will develop with equal rapidity if given opportunity and encouragement.

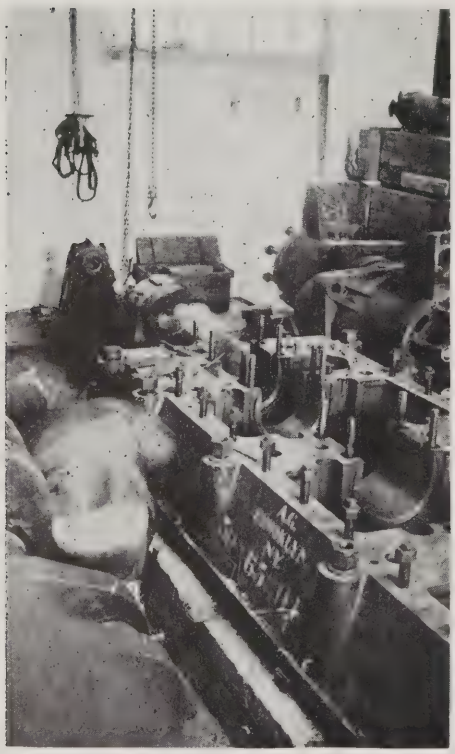
The Morse Diesel Engineering Department is offering some constructive service in this connection by the establishment of a registration service for the maintenance of a selected list of Diesel engineers and of steam engineers who are ambitious to keep themselves in the forefront of their profession. Through correspondence, personal contact and investigation, material aid is being given both to the shipowner who is seeking high grade engineers and to the engineers who are not in position to make their ability and availability known.

1. *Flywheel being skidded off of truck.*

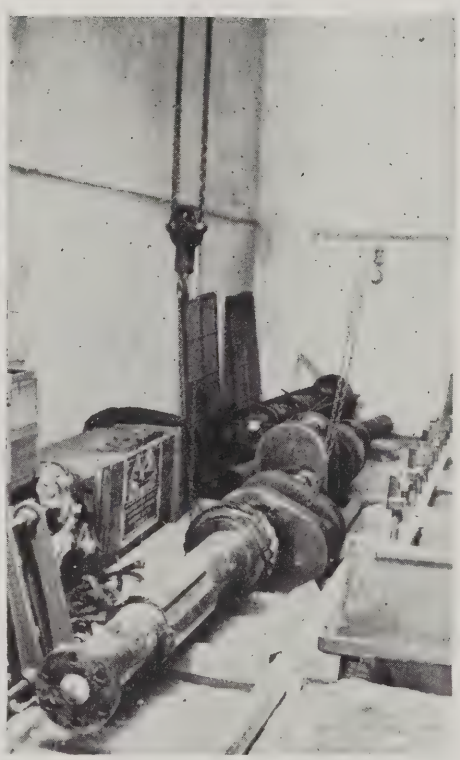


2. *Engine bed on foundation ready for grouting.*

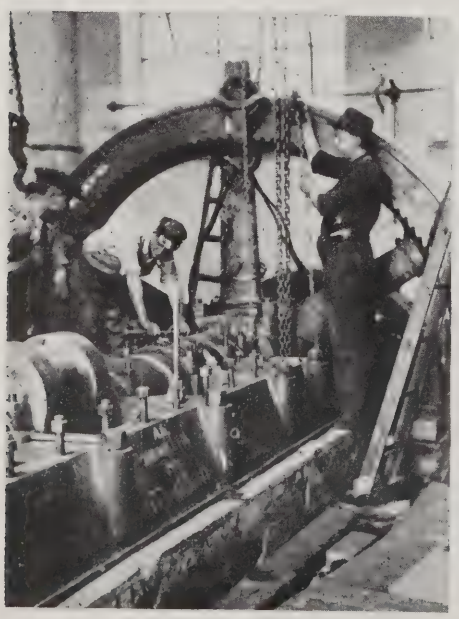




3. *Engine bed being placed on foundation.*



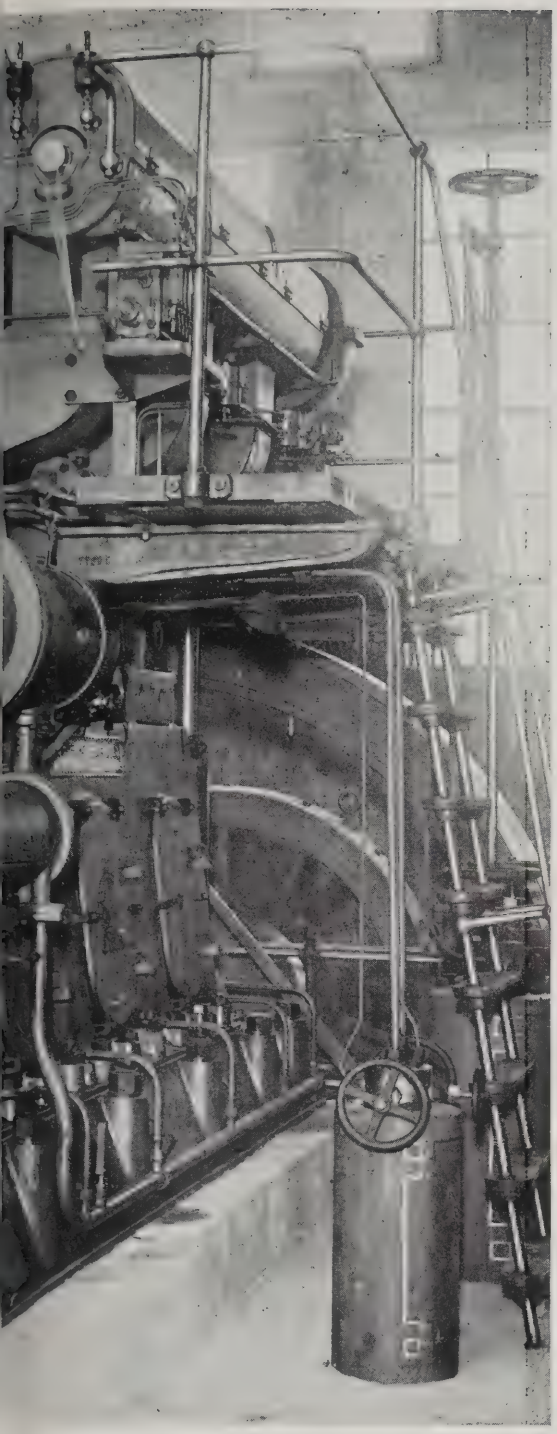
4. *Crank shaft ready to be lifted into its bearings.*



5. *Morse workmen bedding in the crankshaft.*

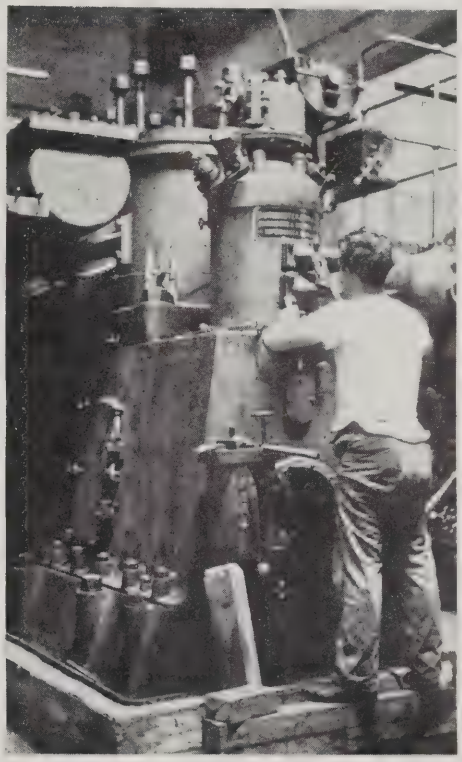
SHOWING the First Industrial Diesel engi in New York City and the progress of it installation by the Morse Company—complete August 1st.

This most modern and economical type of ma chinery is now in operation in the plant o Adolph Gobel, of Brooklyn, N. Y. It is a 30

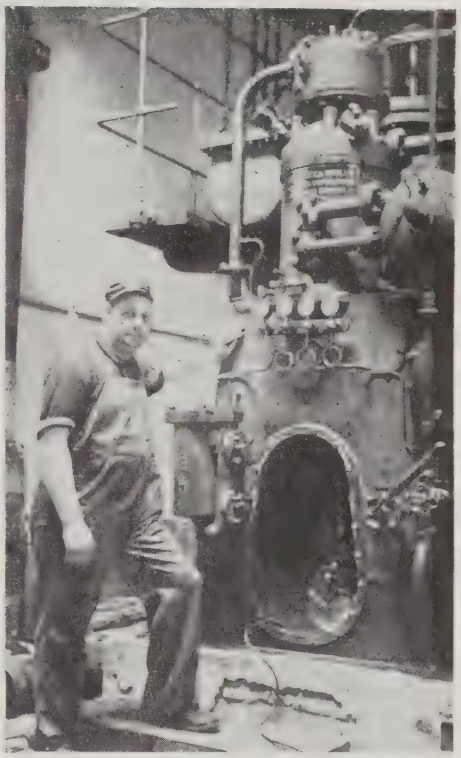


6. *A critical inspection of the crank shaft assembly by Mr. Davis, Office Manager for Adolph Gobel.*

7. *A power cylinder just removed from its crate.*



8. *Assembling cooling water pipes on compressor.*



9. *Assembling front end of engine.*

.H.P. three cylinder, trunk piston type, 4-cycle ngine, direct connected to a 200 k.w. direct urrent generator.

t is attracting attention not only as an exmple of successful application of the Diesel ngine as a source of cheap power, but also as he first installation of its kind in this city.

10. *Front of old power house. New power house under construction at left.*

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL

Vol. 6 A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the Interests of the Company. NO. 10

FRANK ELY, Editor

The New Diesel Era

THE details relating to the tonnage of steamers and motorships under construction throughout the world ending June 30th, 1923, compared with the report covering the previous quarter show that the intense marine depression is not retarding the advance of the motorship.

The still further development of the Diesel and other types of internal combustion marine engines, will occupy a large part of the program of the American Marine Congress to be held in New York Nov. 5th-10th. Rear Admiral William S. Benson, Commissioner of the U. S. Shipping Board, heads the committee in charge. Chairman of the Executive Board of this committee, is Mr. Louis R. Ford, Manager of the Diesel Engineering Department of the Morse Company, considered one of the leading American authorities on Diesel engines.

It is because of Mr. Ford's intimate knowledge of this phase of engineering and his faculty in presenting so clearly on paper any discussion of the subject, that we are able to incorporate in this issue of the *Dial*, so much pertinent and interesting Diesel information.

There's A New Spirit In the Morse Company

ATTEND any one of the monthly meetings of the Employees' Association and you will find there a friendly and enthusiastic gathering of eight hundred or a thousand men and women.

The cumulative effect of these monthly get-together occasions has given each of us a new feeling of friendliness and obligation to each other. They have furnished another common ground of interest.

The summer open-air meetings have been especially inviting. The one on September 19th was the climax of the series and the last of the outdoor sessions. The yard made a striking picture with its lines of dark blue and yellow pennants strung high overhead, the interested faces of the solidly packed throng below, and over in the corner a glare of white light on the raised boxing ring—the stage of the evening.

The vaudeville consisting of an unusually fine series of performances was further enlivened by the appearance of Mr. Wilson, manager of the New York Office, in the role of entertainer. He told some humorous stories in a rich Scotch burr, and sang some Scottish songs, showing himself the possessor of a fine deep baritone voice.

Boxing matches followed the vaudeville. There were three animated bouts, one of them being of a realistically championship nature,—eliciting roars of approval from the crowd. Jimmy Weldon, Hughie Callaghan and Joe Daly were the referees.

Many familiar faces were seen in the audience, among them Mr. Morse who occupied a seat well toward the front and remained throughout the evening.

Much credit is due the President and other officers of the Association in charge for the unusual success of this and previous open air meetings and for the excellence of the entertainment.

These meetings have developed a new spirit in the Morse yards. Keep it up.

Wisdom Out of the Ages

The world would be better and brighter if people were taught the duty of being happy as well as the happiness of doing their duty. To be happy ourselves is a most effectual contribution to the happiness of others.
—Sir John Lubbock

I cannot too earnestly insist upon the need of our holding each man for himself, by some faith which shall anchor him. It must not be taken up by chance. We must fight for it—for only so will it become our faith.
—Mark Rutherford

The happy man is he who is cheerful with moderate means; the unhappy, he who is discontented in the midst of plenty. *—Democritus*

No amount of pay ever made a good soldier, a good teacher, a good artist, or a good workman. *—Ruskin*

Art little? Do thy little well, and for thy comfort know great men can do their greatest work no better than just so. *—Goethe*

Go forth into the busy world and love it. Interest yourself in its life; mingle kindly with its joys and sorrows; try what you can do for men rather than what you can make them do for you, and you will know what it is to have men yours, better than if you were their king or master.
—Brook Herford

And where we love is home.
Home that our feet may leave, but not our hearts.
The chain may lengthen—but it never parts. *—Holmes*

Well Known Men in Morse Co.

MR. LOUIS R. FORD

Manager, Morse Diesel Engineering Department

At a meeting of the Diesel Engine Committee of the American Marine Congress, of which Committee Admiral Wm. S. Benson is Chairman, Mr. Louis R. Ford, on October 3rd, was selected Chairman of the Executive Board.

This Board will formulate a working program for the Diesel Engine Committee which is to consider ways and means to foster and develop the Marine Diesel Engine.

Born in Texas, Mr. Ford first went to sea at the age of 14 and a short time later became an apprentice in a general jobbing machine shop. After completing his apprenticeship, he enlisted in the navy as a machinist, and was promoted through the various grades to Commissioned Warrant Officer.

In 1912 he took an examination in Washington for a commission in the regular line of the Navy under the provisions of a law which permitted the commissioning of a limited number of warrant officers each year, passing with the highest marks ever made in this examination, and was commissioned Ensign in 1912.

After serving one year at sea in this rank, he was selected by the Navy Department for a special course in engineering at the Naval Post Graduate School. He also spent one year at Columbia University and received a degree as Master of Arts in engineering. Having specialized in Diesel engines, he was assigned to duty as Chief Engineer of *U. S. S. Fulton*, the first large Diesel engine driven vessel built in the United States.

Mr. Ford was attached to the submarine force in various capacities during the world war. One of his important assignments was the organizing of the engineering department of the U. S. Submarine School at New London, Connecticut. Later he was assigned to duty as Engineer and Repair Officer at the Submarine Base, New London, where he supervised the outfitting and repair of all submarines of the Atlantic Coast and of numerous surface craft. At one time he had charge of two shipyards, one at New London and one at Noank, Connecticut.

In 1919 he was assigned to duty as Chief Engineer of the naval tanker *Maumee*, the largest Diesel engine driven vessel in the world at that time.

Resigning from the Navy in 1919 with the rank of Lieut. Commander, he accepted a position as Chief Operating Engineer with the Worthington Pump & Machinery Corporation, where he spent three years in a general consulting capacity. During this period he supervised the erection and testing of the largest 4 cycle Diesel engine built in the United States, and the building of the first Diesel engine driven derrick lighter in the United States.

He resigned from the Worthington Company in 1922 in order to accept a position as Manager of the Diesel Engineering Department of the Morse Dry Dock & Repair Co. and to engage in general consulting practice.

Mr. Ford is a member of the American Society of Naval Architects and Marine Engineers, American Society of Mechanical Engineers, American Society of Naval Engineers, and holds licenses as Chief Engineer of Ocean Steam vessels, Chief Engineer of Motorships and a New York State license as a Consulting Engineer.

NEW HALL FOR OCTOBER MEETING

The next monthly meeting of the
Employees' Association will be held in the

PARKWAY ASSEMBLY ROOMS
51st Street & 4th Avenue

OCTOBER 24th

There will be some new features on the Program

Bring the women folks with you.

Employees Association Directory
Officers

President, LOUIS T. FISHER, Timekeeper's Department

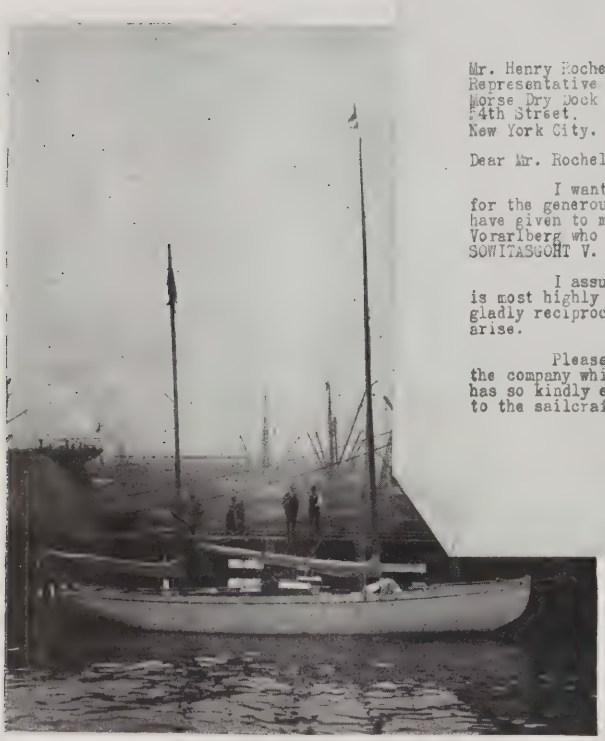
Vice-Pres., EUGENE CALLAGHAN, Dock Hands Department

Secretary, JAMES M. DOREMUS, Office

Treasurer, EDWARD J. HANNAVIN, Storeroom

Relief Committee, CHARLES WINKLER, Pipefitters Department GEORGE BULL, Gateman JOHN GREENE, Outside Machinist

Below—42 *footer "Sowitasgoht" resting in the Morse yards after 65 days cruise across the Atlantic.*



AUSTRIAN CONSULATE GENERAL
24 STATE STREET
NEW YORK

September 14, 1923.

Mr. Henry Rochelle,
Representative of
Morse Dry Dock & Repair Co.,
74th Street.
New York City.

Dear Mr. Rochelle:-

I want to thank you most cordially for the generous and kind assistance you have given to my brave four countrymen from Vorarlberg who arrived last night on the SOWITASGOHT V.

I assure you that your courtesy is most highly appreciated, and will be gladly reciprocated if the occasion should arise.

Please extend my thanks, also, to the company which you represent and which has so kindly extended their hospitality to the sailcraft in which they came over.

Yours very truly,

CONSUL GENERAL.

Four plucky sailormen successfully brave the sea and elements in this frail bark.

There is Plenty of Adventure Outside of Fiction

MOST of us are not content with the proverbial adventure that is reputed to lie right around the corner from us every day.

Our imaginations stretch beyond and when we want to conjure up a real buccaneering drama we stage it on the sea,—with all its wide open spaces, its unsecurity, its hazzards and unstable behavior—a veritable paradise of the unexpected. Neptune consults no one about the time and place where he chooses to kick up a fuss. Temperamental, he may roll his waves gently only to follow shortly with a series of 25 foot combers that wallop the staunchest craft afloat.

There are those of us who do not indulge in more than rocking chair adventure, but have a frank admiration for the men who actually meet the tremendous odds in the gambol of hazardous sea voyaging.

Take the adventure of the "Sowitasgoht," which put in at the Morse yards only ten days ago. Four husky male adventurers sailed this frail craft—just 42 feet long over-all—for 65 days across the sea from Hamburg, Germany, to the Morse yards in Brooklyn. The scout tug "Emily" of our Company found the vessel—a yawl rig—off Sandy Hook, with no place to go, no money or provisions. They needed a real friend and Henry Rochelle of the "Emily," out of sheer appreciation of the sporting spirit of the men, who made the hazardous course, offered them a tow and temporary pier space.

But that isn't all. The "Sowitasgoht," which when translated means, "As far as she'll go," is aptly named. Even before the voyage started handicaps were plentiful. The men that sailed her built her, on the shores of Lake Constance. They had plenty of funds at the beginning of construction to complete her, but during the course of building the value of the Austrian kronen kept dwindling,—and their money was exhausted before the ship was finished.

Nothing daunted, they sold their clothes and shoes turning everything possible into cash. They picked up stray timber wherever they could find it. They had the keel to make and still no money. So they found scrap iron and mixed it with concrete and made a keel. Interested friends helped them to get railway accomodations for transporting the vessel from the inland lake to the sea, and several yacht clubs provisioned her for the voyage.

There were hundreds of occasions during her 14 months of building when they might have felt justified in abandoning the project. But the spirit of pure adventure ran high in their hearts and these four fought obstacles for over a year.

Behind them they have the record of having crossed the Atlantic in a bark a third the size of Columbus', a reputation for pluck and persistance, and determined endurance; for they made mock of gale and sea alike.

Old Ships

There is a memory stays upon old ships,
A weightless cargo in the musty hold,—
Of bright lagoons and prow-caressing lips,
Of stormy midnights,—and a tale untold
They have remembered islands in the dawn,
And windy capes that tried their slender spars,
The tortuous channels where their keels have gone,
And calm, blue nights of stillness and the stars.
Ah, never think that ships forget a shore,
Or bitter seas, or winds that made them wise;
There is a dream upon them, evermore;—
And there be some who say that sunk ships rise
To seek familiar harbours in the night,
Blowing in mists, their spectral sails like light. —*David Morton*

World Shipping Figures

An annual review of the world shipping situation, issued by the Department of Commerce, shows a gradual improvement during the year ended June 30, 1923.

In the twelve months ended June 30, 1923, the idle steam tonnage of the world declined 2,443,200 gross tons. Of this decrease 1,694,502 gross tons were put into employment during the first six months of this year. The fact that idle tonnage has declined more rapidly in the last half of the past twelve months indicates that the slowly improving overseas trade of the world is gaining momentum. Furthermore, ocean freight (trip charter) rates apparently reached bottom in the last quarter of 1922 at 109 per cent of the average for 1913. In the first quarter of 1923 the index rose slightly to 109.8 and stood at 109.5 for the second quarter.

Down the Bay on the Steamer Mandalay

THE cruise of the *Mandalay* on the evening of September 11th is still furnishing conversation among the 300 office employees of the Morse Company. Everybody had a wonderful time.

The men and women of the office adjourned at 5 P.M.—closing time,—to meet again at 8 P.M., at the Battery where through the courtesy of Mr. C. L. Dimon, his steamer—the *Mandalay* was waiting to take the crowd to Atlantic Highlands and back.

This commodious vessel with its spacious decks and dance floor made an ideal playground for an evening's outing. On her way she passed close under the lighted figure of Liberty and later myriad lighted Coney Island illuminated to the last kilowat that she could stand shown out in the distance.

From eight to eleven thirty everything was "jake."

Mrs. Waterman planned the evening and its success added another palm to her popularity. It's safe to say that there'll be more occasions of a similar nature as the year goes on.

Donor of Reward to Modest "Spark Plug" Captain Keeps Name a Mystery

ON August 18th at midnight Capt. Moore of the "Spark Plug," otherwise known as "Barney Google" was going out on repairs to the *S. S. Sarcoxie* which lay at anchor on the flats. He heard cries from a motor boat and found the motor boat disabled with a broken crank shaft and loaded with men, women and children. It was blowing hard and the tide was running strong, so he gave them a line and towed them to Van Brunt Street.

They were very grateful and offered money to Capt. Moore. He refused, however, and said that he was paid by Mr. Morse and that it was his disposition and his orders to assist any one in the stream at any time, and expressed the hope that they would do the same in a like situation.

The sequel of this story is that "Barney" forgot all about it until on August 30th a lady came to the Morse gate and there talked with George Bull, the gateman and gave him a package for "John Moore." She said she didn't want to see Capt. Moore for fear he would refuse to accept the package. It was a gold watch.

The Palatial "Conte Verde"

"S.S. Conte Verde" on Morse Drydock No. 2. Insert—Broadside View Photographed from the "S.S. Conte Rosso."

THE *Conte Verde,* new palatial trans-Atlantic liner of the Lloyd Sabaudo Company, of Genoa, came to the Morse yards for dry docking and voyage repairs last month. Her first trip was April 22nd when she left Barcelona and made Rio de Janeiro at an average speed of 19.2 knots, and the average daily consumption of oil it is reported worked out at a remarkably low figure.

The *Conte Verde* in general hull design is a replica of the *Conte Rosso.* The only change of importance is in the abolition of expansion joints for the superstructures, the latter being strengthened instead.

In the magnificence of her decorations, she surpasses even the splendor of the *Conte Rosso.* One is reminded of the decorations in the palaces of the Italian aristocracy. The paintings and carvings are all the work of Italian artists.

For example, the walls and furniture of the library are walnut, beautifully worked out and embellished with carving and inlay. There are stained glass windows and the ceiling is decorated with three huge paintings, representing the "Triumph of Fame," "The Legend of St. George," and the "Triumph of Love."

An outstanding feature is a very large picture fixed to the wall of the staircase, representing an important episode of the war in France in the 14th century, in which Conte Verde is known to have been one of the most courageous captains.

The Funny Page

THE FAIR DAMES THAT PAID A VISIT TO OUR PLANT TO SOLICIT SUBSCRIPTIONS FOR MAGAZINES TO PAY THEIR WAY AT COLLEGE.
"C'mon NOW ONLY A DOLLAR— THAT-A-BOY"
"NEXT"
I DONT NEED THE MAGAZINE BUT-HERE GOES PUT ME DOWN FOR FIVE GIRLIE
BOYLE
KOHL
DAY
SHANNON
KAYE
ALLEN
"GOOD-BYE BOYS—"
"HOT DOG" NOT YET BUT SOON"
FROM ADOLPH GOBEL'S
BOW
WOW
BOW WOW
H.G.L. SMITH BRINGING MRS. WATERMAN A PRESENT FROM THE GOBEL PLANT.
"YEA-SURE THE PANTS IS THE SUIT"
SOLD BY McGUIRK
CRAWFORD'S OLD PANTS
McFARLANE'S IDEA OF ECONOMY
ROBERT HARSH OF THE DRAUGHTING DEPT. MEASURING THE MUD TAKEN FROM UNDER THE FLOATING DRY DOCK
"18-18½-19—"
MUD
"CLASS EH?"
16 BY 12
"THAT'S THE CATS WISKERS ALL RIGHT"
GEO. BULL hiding behind his collar
MARY TRAVERS AND DOROTHEA GATJE TAKING THEIR DAILY COOKING LESSON FROM JIMMY
?
"A QUARTEE OF THISEE MAKEE ALL THE SAMEE NICEE SOUPEE, GET ME!!"
ED. DONNELLY—
"OH-DAVE I GOT HAVANA CUBA!! WOW!!"
"THAT'S NOTHING JACK I JUST GOT STATEN ISLAND"
JACK DEMPSEY AND D.J. IRISH DOING THEIR RADIO STUFF.

Firpo and the Experts

Reprinted by Request from "Down the line with W. O. McGeehan" in the New York Herald, September 16th

THERE are no skeptical experts laughing at Senior Luis Angel Firpo of Argentina today. If it had not been for a loose set of ropes around that ring at the Polo Grounds Friday night Senior Luis Angel Firpo might today be heavyweight champion of the world and a potential millionaire. If Jack Dempsey had staggered against the ropes instead of through them into some friendly arms he certainly would have been clubbed down by that mace which is Firpo's right fist.

Mr. Dempsey has tried to make light of his ungraceful and hasty exit from the ring. "It was more of a push than a punch that did it, and I slipped," he says. As a matter of fact, Dempsey had been clubbed by Firpo's best blow, that overhand right hook and when he was pushed into the ring his eyes were glazed and his knees were shaking. The Argentine jolted Dempsey so heavily that Jack Kearns, his "debonair manager," felt the shock in the opposite corner.

Toward the end of the first round, after he had been floored himself, Firpo caught Dempsey such a solid right to the jaw that Dempsey was in a fog when the bell rang and was lashing away at the South American long after the echoes of the gong had sounded. If Senior Luis Angel Firpo had known a little more of the technique of his game he might have won in that first round. When that right hand punch landed and Dempsey slipped to his knees Jack Kearns held the champion's smelling salts to his own nose. He needed a restorative quite as badly as the champion did.

Firpo's self-reliance which was one of his big assets, at that moment was one of his great handicaps. He had decided to fight his own fight in his own way without benefit of the rudiments of what is known in cauliflower eardom as science. But there are traditions and elemental rules in this game as there are in all others. Firpo tried to knock out those traditions and Dempsey at the same time. He came within about two seconds of accomplishing this dual mission, but two seconds can constitute an eternity in the prize ring.

Mr. Jimmy De Forest, the American trainer, who was dismissed by Firpo after he had signed for this match, may be able to say, "I told you so," to Firpo, but he is not going to say it with any trace of derision in his tones.

The Thrill of It

As a spectacle the bout Friday night furnished more thrills within a brief space of time than were ever shown in a prize ring before. Actually the men were fighting exactly three minutes and forty-seven seconds. The first blow that Firpo landed on Dempsey caused that best developed product of the Queensberry game to forget all he had learned. It roused him to such a pitch of fury that he forgot the rules and the technic which he had acquired. He fought like a savage and was met by another savage.

On that high pitched ring the combat gave the illusion of two very primitive young men struggling murderously on a shelf of rock over an abyss. If it had been that sort of bout, say a battle on a cliff of Firpo's own Andes Mountains, Firpo would have been the victor when he sent Dempsey hurtling down with that cave man's right. With his legs kicking at the air as he shot through those ropes the champion looked like the loser of such a primitive battle.

Luckily for Dempsey the elevation from which he was knocked was not a cliff. Two experts who had picked him to beat Firpo in a few rounds caught him and helped him back into the ring. Unassisted, Mr. Dempsey might have remained outside the enclosure long enough to be counted out.

While the mere customers were having the thrills of customers Mr. Tex Rickard was experiencing the pleasantest thrill of all. It was apparent to his appraising eye that there would be a universal demand for a return match and that more customers would be willing to contribute more than a million and a quarter which he had estimated as being in the house.

A Year From Now

A few days before this fight Firpo, talking quite frankly at his cottage in Atlantic City, said: "A year from now I surely will beat Dempsey." "But on Friday night?" he was asked. Firpo gave an enigmatical shrug of his huge shoulders, "Quien sabe," he said.

It is quite apparent that Firpo was not at all depressed by the defeat at the Polo Grounds. Already he is looking ahead to the return match. It has been made clear to him that he must study the technique of modern boxing. When Firpo starts to do this he will be an apt pupil with that power of concentration he possesses.

There are some who think that he is too old to "change his style," as they say. But they do not know Firpo. When he makes up his mind to do something, whether it is to pitch pennies at a mark or to make himself over, he will come close to achieving what he sets out to do. At the current writing he seems set on learning the American style of boxing and acquiring a defense.

This might seem like a slow and painful process to anybody but the strange character that is Firpo. A year from now the experts will not be writing derisively of this Sphinx of the Andes. When Dempsey and Firpo meet again—if they meet again—the champion will not be the favorite. It will be an even money bet, if Firpo by that time has not come so much that he will be made favorite.

A year from now Luis Angel Firpo could take that heavyweight championship to South America. Mr. Rickard may have some difficulty in bringing this pair together again and the difficulty will not be with Firpo.

Will Study English

Also Senior Firpo will devote some attention to a study of the English language. If he had known a little more of it Friday night he might not have been knocked down for the first time. Referee Johnny Gallagher shouted something as the men went into a clinch. Firpo turned his head to the referee. As he turned Dempsey brought over a right hook and down went the giant from the Argentine Republic.

That was all in the game. Once that bell rings the fighters are supposed, according to the rules, to protect themselves at all times. It was one moment where that power of concentration seemed to have deserted Firpo entirely. Dempsey took advantage of this with all the swiftness of Kid McCoy, the shiftiest of them all.

On the night before the fight Firpo was trying to learn to count to ten in English. Finally he succeeded in counting up to seven. "After that," he was told, "comes eight, then nine, then——."

"Never mind what comes after that," said Firpo. "If they have counted to nine and I do not compre-

hend by the time I have asked the referee what he has counted it will be all over."

One gathers from this that Firpo expected to be knocked down more than once. Also one gathers from his conduct in the ring that he expected to get up every time he was knocked down. He did and he came up like a fighter.

At Toledo when the huge Willard was felled he came up bewildered, reeling around the ring trying to do nothing but cover up. Every time Firpo dragged himself from the canvas he came up fighting and lashing at Dempsey with his right, not blindly but accurately and effectively. He can "take it," as they say, this Senior Firpo. At the next meeting he will give Dempsey more than he receives.

Firpo Learns a Lesson

Firpo would be a decidedly more dangerous opponent for the champion next week. He learned more in those crowded four minutes than he learned in all the time he has been in the United States. The fact that he was knocked out will not depress him nor lessen his confidence in himself. When they meet again I confidently expect that he will ruin that old axiom of the prize ring that a boxer knocked out never comes back against the man who knocked him out. There was one exception to this rule. Stanley Ketchel, the middleweight, knocked out by Papke, came back and knocked Papke out.

This is just what Luis Angel Firpo may do. He realized his shortcomings in the ring more vividly than any expert could point them out. He is not of the temperament to brood over the fact that he was knocked out once. Decidedly Mr. Dempsey will do some thinking before that return match is made.

Mr. Dempsey learned something, too, that night about Luis Angel Firpo. Despite Mr. Dempsey's declaration that he was not holding Firpo lightly he acted as though he did until he felt the force of Firpo's punch. Next time they meet—if they do meet—Mr. Dempsey will have a very wholesome regard for the prowess of the Latin fighter.

The return match will rouse more interest than the first match. There still remains only one "logical bout," the Dempsey-Firpo bout.

Chips from the Yard and Office

Shannon of the Paymaster's Office had a bad nightmare recently. In his sleep he saw a barber with a big razor trying to give him a much needed shave. Next morning Shannon was seen in front of a shop awaiting the barber's arrival. Not taking any chances on another nightmare, eh, Shannon?

Halverson of the Cost Department is now a daddy,—a 10 lb. girl. Congratulations!

Kohl seemed to be the only one on the *Mandalay* who was chilly. We wonder if that classy spring coat had something to do with it?

Joe Raimo was having a lot of trouble remembering the names of the inspectors' wives on the *Mandalay* party.

There was Kavanaugh, Washburne, Parker and Phin,
Cruisin' on the *Mandalay,* all wore a grin,
They were "pushin' 'em around" at the bottom of the stairs,
They were "rollin' of the ivories" to while away their cares.

John Herrlein is quite a musician and excels in playing the drums and traps. His talent makes him a popular attendant at all house parties, spaghetti parties and zoological gardens. John's playing has a certain attraction for poodle dogs, and he is now seeking a commission from the Police Department to use his talent to charm all unmuzzled dogs which are running around New York. John also expects to assist the yard cats during the month of October when he will have his orchestra —the "Lucky Strikes" ? put on a little sketch entitled "The Pussy Cat's Fleas."

John Ethridge wants to know if anyone will pay the penalty for him in case he should get "run in" for operating his new Overland without a license. John says that instead of sending anonymous warnings somebody ought to volunteer to spend his time in the "hoosegow."

The following statement has been released especially for the *Dial* by the Pipe Shop Press Committee, reporting the occasion of the christening of J. Kelly's sixth "spalpeen."

The boys had an enjoyable evening at the 6th Annual Christening of the John Kelly Pipe Bender Association.

Hughey Pace started with a soprano solo ("Down in the Coal Mine"). "Driftpin" Woodley sang "The Last Rose of Summer," which was followed by an Irish reel by "Matt" McCarragher. "Loatie" Benjamin danced a Sailor's Horn Pipe. Jack Reid was there with his Irish "Comalyees." Frank Sether sang "Kon Do Glena Gamla Norge."

Refreshments were served freely and often. H. Crist arrived in his Rolls Royce about 10:30. Supper was served at midnight followed by a tenor solo by Charlie Winkler entitled "How Dry I Am," which brought tears to the eyes of Pace and Sether.

All guests were taken home in taxis furnished by Mr. Kelly especially for the occasion. Good boy, John, keep up the good work till next year. It was a time that never will be forgotten by the boys.

L. F. Lundmark's laundry man concludes that he must be a golf player because he found 18 holes in his socks.

By having his hair cut short, Dick Allen thought he would be well fortified against the barbers' strike, but unfortunately they are now back on the job, and Dick's head is left "high and dry."

October 1st is here and Captain F. C. H. has taken the Arentz spats out of moth balls.

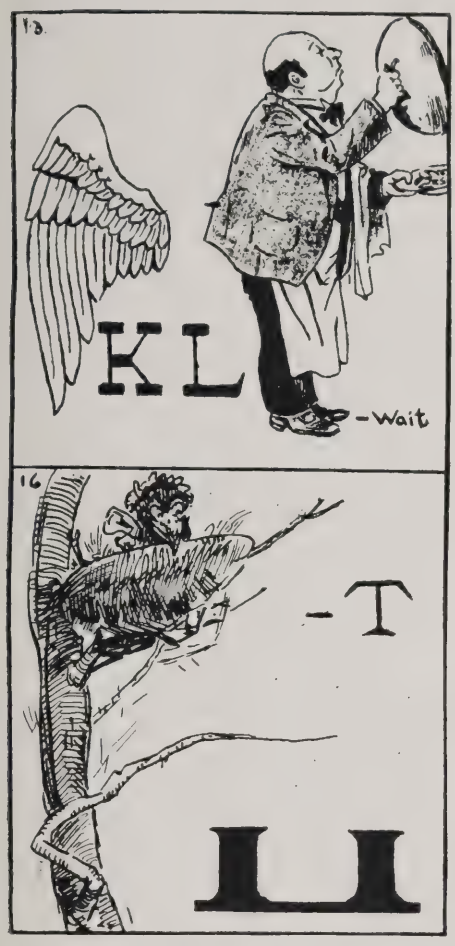
Famous saying of Miss Helen Ellis on the *Mandalay.* "Oh! don't do that, Joe, you'll fall off."

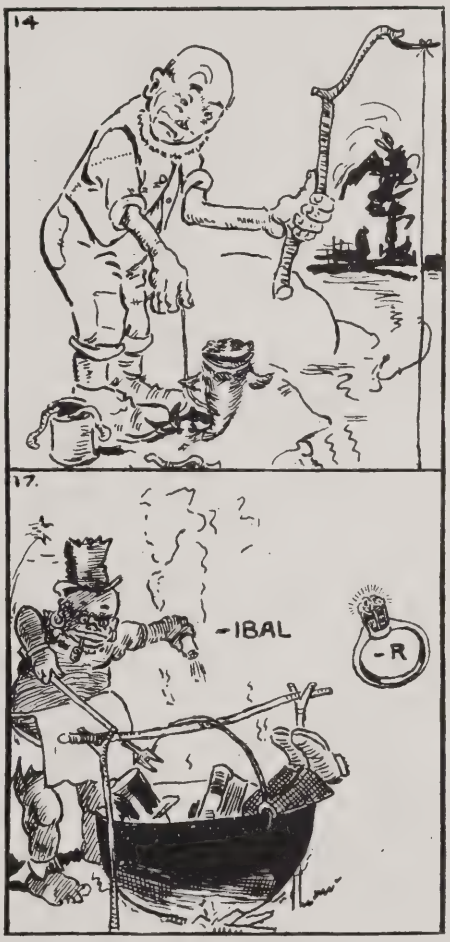
For Sale—Slightly used Difusable Plug—Apply J. J. Jones, Fuel Oil Dept.

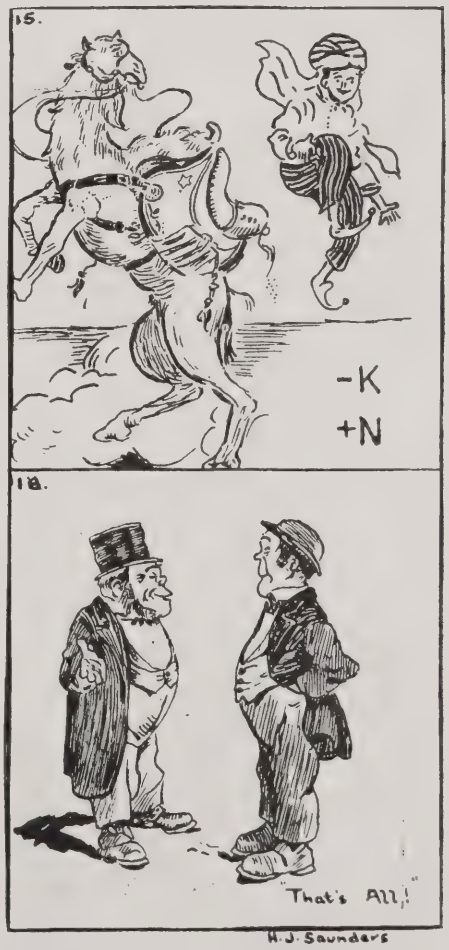
Now that George Kaye's supply of cigarettes has given out, he is taking to the expensive habit of smoking cigars.

Herrlein is looking for a new drummer for his band.

Names of the Great and Near-Great in Morsedom







Can you figure out your own name in this Series?

If not, look for it next time

ANSWERS TO LAST SERIES

7. Wiseman
8. Nevada
9. Whitman
10. Phin
11. Donovan
12. Rees

The Prince-Wark Company of New York City

Good Ships Deserve Good Workmanship

EVERY day a hundred ships sail into New York Harbor. Quick turn-around is vital. Schedules must be kept.

It is this element of time saving that makes one repair yard different from another.

The forty-acre plant of the Morse Dry Dock & Repair Company—with its vast shops, its extraordinary dry dock facilities, its thousands of skilled workmen—has been built up on its reputation during the last 40 years for prompt and reliable workmanship.

Until today it is the largest and most efficient ship repair yard in America.

That's why more and more ship owners are selecting the Morse yards,—for promptness and dependability in repairs, reconditioning and reconversion work.

Specialized Diesel Repairs & Conversions

Morse Fuel Oil Burning System

The Only Complete Turbine Repair Department in the Port

Marine Repairs of all Descriptions

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The MORSE DIAL

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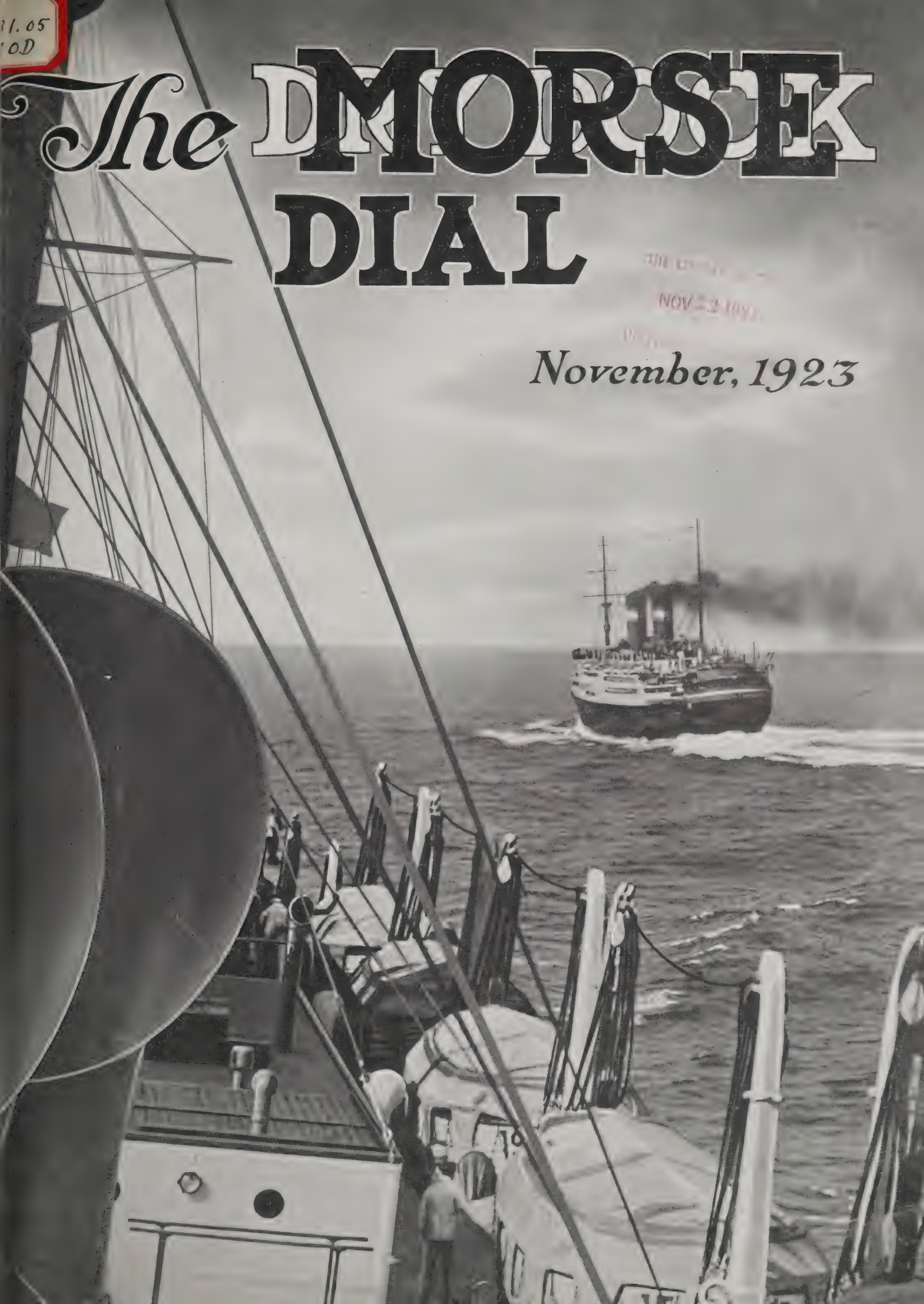
November, 1923



MR. JAMES A. KELLEY
Naval Architect & Chief Engineer

(*See Page* 9)

MORSE DRY DOCK DIAL

VOL. 6 November, 1923 NO. 11

Showing U. S. Government Seagoing Dredge "Atlantic" on No. 1 Dry Dock and some of the 200 men who worked on her daily for 20 days to put her in condition.

Two Hundred Men Complete Job on the "Atlantic"

ONCE in a while we feel the desire to look over one of the jobs in the yard with the eye of a shipyard engineer,—at least with as much of an engineer's eye as a reporter's vision will permit.

So this month, we picked out the U. S. Government Seagoing Dredge *Atlantic*,—first, because it was an unusual but very businesslike-looking craft, and second, because one noontime we happened to be passing No. 1 dock when the plant whistle blew, and we saw workmen streaming down the ladders and from underneath the vessel and across the dry dock itself.

So many men coming from one ship induced us to count them. There were 226 men,—riveters, welders, pipe fitters, caulkers, machinists, carpenters and joiners,—every conceivable trade was represented.

We talked with Mr. Bush, Inspector on the job, and he told us just enough to make us want to know more.

We examined the vessel above and below; saw the big suction pipes on either side that drag the silt and clay from the bed of our harbors; walked stoopingly under her bottom and saw the great number of gates that open at sea to discharge what the pipes have sucked in.

And then we went to our desk to have a look at the work sheets, to find out further what manner of ship the *Atlantic* was. Ninety nine separate items looked up at us from the pages. We went through every item, and what struck us was not only the diversity of the work to be done, but the importance and size of so many of the separate jobs.

We began to see why over 200 men were working on this medium-sized vessel. It seemed as though every part of the vessel must be undergoing alterations,—from the boring of the H.P. and L.P. cylinders on the port and starboard engines, down to as small an item as putting a new looking glass on an old dresser in the Officers' mess room.

The renewing of the plates was a big item, some of them as large as 35′ 6″ x 26′ 5″. Then the large number of gates to be furnished and installed at the bottom of trimming chutes and elsewhere occupied a considerable amount of space.

One item read,—"10,000 rivets in hull." Item 29 called for the welding of 16 seams on the forward and aft port and starboard sides. Another item called for furnishing and install-

ing two 7/8" chains of hand-forged iron 50 feet long for the steering gear and two 1-¼" steel cables 150 feet long.

If you add more items like wearing plates and piping and woodwork and new piston rods with tail end extending through top of cylinder head, and lining low pressure crank pits and building up L.P. piston and follower by electric welding, turning and fitting it to the cylinder, and intersperse them with very small jobs like "removing pilot house to mast head, furnishing a new mast headlight and installing a new table 4 ft. x 2 ft. in the galley, and putting 6 new locks in drawers of dresser," and then do some rebushing of sheaves, and fit and bolt 175 feet of sheet plate between angle iron in the port bunkers, and so forth, it gives you a new respect for an organization that can do this kind of a job in as short a time as 20 days.

The worksheet on the *Atlantic* was interesting reading and we think we ought to pay more attention to the worksheets after this. Life through an amateur shipyard engineer's eye is not all technical data and blue prints after all.

Broken Propeller Interrupts "Garonne's" Journey

THE tanker *Garonne,* French Navy oil carrier, arrived in the Morse yard on October 4th, carrying a special grade of oil from Port Arthur, Texas to France. On her way,—about 195 miles from port,—she encountered a schooner enroute from Nova Scotia to Philadelphia, and which had been burned down to the shell.

The schooner's crew of eight men in life-boats had been exposed to the weather for eighteen hours, one of the crew having a bad fracture of the skull which happened as he was leaving the burning ship. All of the survivors were taken on board the *Garonne.*

The *Garonne* herself just about that time was having difficulty in making progress due to some trouble with her propelling machinery. She found it necessary to put into port at New York for repairs. As soon as she landed at Pier 4 in the Morse yards, an ambulance was at her side to transfer the injured man from the ship to a Brooklyn hospital. The other seven survivors were apparently in good health in spite of the exposure they suffered.

When the ship with her cargo was raised on our big dock it was discovered that two of the blades of the *Garonne's* propeller had been broken off close to the hub, and that the stern tube was badly damaged. A new propellor was cast and the tube drawn, rebored and refitted, and she was again able to resume her voyage to France.

Showing Garonne's damaged propellor, with two blades broken off close to hub.

The *Garonne* carried a cargo of 7,000 tons of oil. With this weight on board, she drew 27 feet.

According to the Commandant, it was impossible to unload the cargo due to lack of storage space in New York. So that it was necessary to dry dock the vessel with her cargo intact.

The officers of the *Garonne* are:—Lieutenant de vaisseau Allain, Commandant; Enseignes de vaisseau Desthieux, Peaucellier, and Bissery; Mecanicien principal Le Guinio, and Medecin de lere classe Dumany.

View of French Navy Oil Carrier "Garonne" Ready to Resume Her Voyage After Having Put in at the Morse Yards for Emergency Repair.

Seeking Sunken Treasure Along the Floor of The Seven Seas

There's more gold in Davy's locker
Than has ever yet been found.
And there's pearls in Davy's locker
That would make your head swim
'round;

And the chunks of Inca treasure
That the waves have swallowed up,
Would put rings on every finger
And red wine in every cup.

Oh, there's things in Davy's locker
That the world will never know,
Things that bade farewell to being
When they sank there long ago;

But the mystery will hover
And the rainbow's end will gleam,
While life's boldest hearts are searching
For the substance of a dream.

There's more stones in Davy's locker
Than a monarch's crown could boast,
More rare jewels midst the seaweed
Than are spread from coast to coast,

But they're leagues beneath the surface
Where the salt sea serpents hide,
And the key to Davy's locker
Has been lost with those who died!

F. Leland Stowe,
in the N. Y. Sun.

THROUGH all the ages since men have sailed the seas, ships have been sunk. Circling the coast of every continent are the ships of fortune—the East India-men, the frigates, the galleons along the Spanish Main—lying at the bottom, their cargoes of crudely wrought gold buried in the silt and sand and seaweed.

The search for sunken treasure carpeting the floor of the seven seas has always carried with it the fascination of the unattainable. Up until recent years, vessels that went to the swirling depths of the oceans were regarded as lost beyond retrieving, but modern mechanics have developed to such an extent that the opportunity for salvaging successfully treasure from the bottom of the sea attains new interest.

For the man who is interested in lost treasure on the floor of the ocean—in the forays of the freebooting pirates—in the mystery of what is "twenty leagues under the sea," in the sunken vessels on the Spanish Main, the facts about the recent recovery of $30,000,000 of gold bullion from the sunken British liner *Laurentic,* will furnish a modern fact thrill as good as Jules Verne wrote out of his imagination.

In January, 1917, a German submarine torpedoed the White Star liner *Laurentic,* off the coast of Ireland, bound for the U. S. A. and laden with 35,000,000 dollars in gold bullion and silver coins. A deplorable loss! Today 30 million has been recovered.

What once baffled men as a desirable but impossible task, modern science and perseverance, calling on all its resources, has accomplished.

Every salvaging device known to modern science, supplemented by the ancient divining rod placed in the hands of intrepid divers fighting against the tremendous odds of tides and innumerable dogfish was used in the undertaking. The hope of the huge reward of sunken treasure retrieved spurred them on for five years.

It is the biggest story of sub-sea adventure known to man.

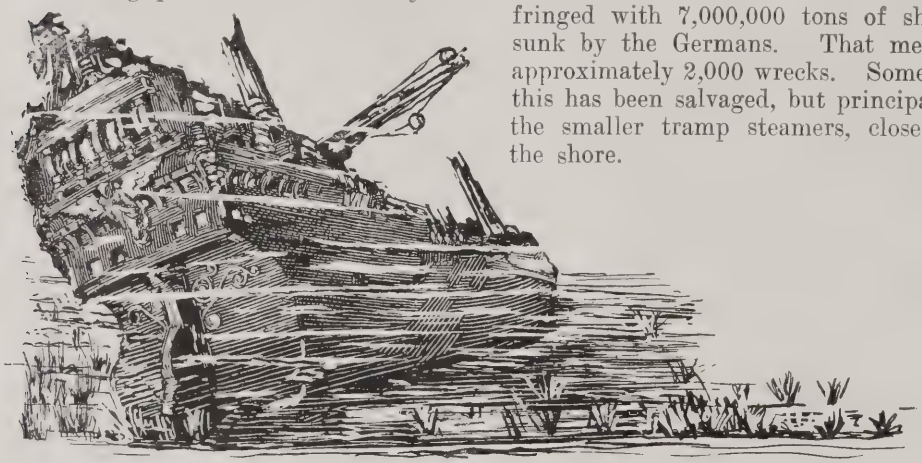
Perhaps the most interesting appliance used in this connection was the divining rod with a dial attachment that shows whether the rod point is touching gold or a base metal such as iron. Wires run through the divining rod to the deck of the salvaging vessel where they are connected to the dial of a galvanometer. The needle of the dial moves to the left when the diver touches his rod against steel or copper or other such metal, but when it touches gold, the needle swings to the right. This apparatus was brought to the attention of the Admiralty in 1920. Prior to that time the divers in three years of work had recovered only 608 bars, but since the rod and galvanometer was brought into use, the work has been speeded up tremendously. The bars of gold are about the size and shape of bricks and each is worth $6,000.

Early in July the salvage steamer *Semper Paratus* sailed from Dover with clearance papers "For the North Atlantic." This vague destination created the impression among shipping men that a definite attempt to retrieve the five million dollars worth of bullion on the sunken *Lusitania* is to be made. She lies forty nine fathoms down. Salvagers say it would require six pontoons 200 feet by 40 feet by 20 feet, each with a lifting power of 2,500 tons to bring her to the surface.

This also brings to mind the attempt now being made to seek another five million in gold which sank with the P. & O. liner *Egypt* about six months ago off Ushant.

A Swedish engineering firm has agreed to spend $500,000. to raise the gold which sank with this liner. Immense steel hands will reach down through the depths and grope for this treasure in 65 fathoms of water. An especially equipped submarine is to be sent to the bottom when the wreck has been definitely located after which it will then be explored from all sides and accurate chartings made. It is planned to torpedo large holes in the hull of the ship and the giant mechanical hands will then reach into the hull and grasp the chests of gold. It is at so great a depth that the water would crush a diver's helmet. The work is planned to last over a period of three summers.

These preliminary efforts in raising dead ships from their graves under water no doubt means that the ship salvagers will learn soon to operate at greater depths. Divers have gone down 360 feet and the lifting devices are being perfected so that they can be made more efficient. There is a vast quantity of bullion lying at all depths in the bottom of the seas that is virtually untouched territory to the treasure seeker.



Along the African Coast not so many miles from the ancient city of Carthage, lies a sunken galley that 2,000 years ago went down in 60 feet of water and has already given up forty pieces of statuary now in the Museum at Tunis. All of these statues are Greek and it is believed that the vessel was wrecked on its way from Greece with a cargo of art works to beautify the Carthaginian capitol. The galley is 120 feet long and is supposed to have been built before 146 B.C.

Count Byron Khun de Prorok under funds furnished by the French Government is now at work in an attempt to raise the vessel and restore its sculptured cargo. The galley was first discovered by sponge divers just prior to the World War.

The coast of the British Isles is fringed with 7,000,000 tons of ships sunk by the Germans. That means approximately 2,000 wrecks. Some of this has been salvaged, but principally the smaller tramp steamers, close to the shore.

An expedition led by Colonel Mackenzie Foss has recently had some success in attempting to get at the wealth reputed to have gone down with the Spanish vessel *Almirante de Florencia* off the coast of Scotland. She is supposed to have had £300,000 aboard in specie and jewels and to have belonged to the Spanish Armada. To date, all that has been recovered are pieces of plate, a bronze cannon, some gold buttons and silverware. This expedition is using a powerful suction pump and also a circular cutting machine which is driving through the thirty feet of clay that covers the wreck. After the cutting, the suction pump brings everything to the surface.

Operations were resumed this summer to retrieve treasure from the *Tuscany,* a galleon of the Grand Armada which sank in the Bay of Vigo. The position of the vessel was discovered last year. She was believed to carry fabulous wealth.

Other treasure ships that are known to be lying in the Mediterranean Sea are the *Yosaka Maru* with $12,500,000 aboard and the *Geelong,* said to have sunk with $6,000,000 worth of jewels belonging to an Indian Maharajah.

$4,000,000 is said to have been recovered from the *Oceanic* which was sunk in the Straits of Gibraltar carrying gold bars and silver ingots to Bombay; $350,000 was recovered from the Spanish steamship *Alfonson XII* which sank in 162 feet of water off Las Palmas and $250,000 in silver from the *Hamilton Mitchell,* sunk in 150 feet of water off the coast of China.

What's Going On in Shipping Circles

The United States merchant fleet today is worth $226,733,315 in the opinion of Shipping Board experts, who have recently completed an extensive survey.

Taking world market conditions, the experts, after considering types, capacity, machinery, loading devices and like factors, placed the board's first valuation on the 1,334 craft making up the fleet.

Of the entire fleet 416 ships are in operation or ready for spot delivery of a value of $137,311,940, while 882 laid up vessels are valued at $87,906,375, and 36 tugs are held at $1,515,000.

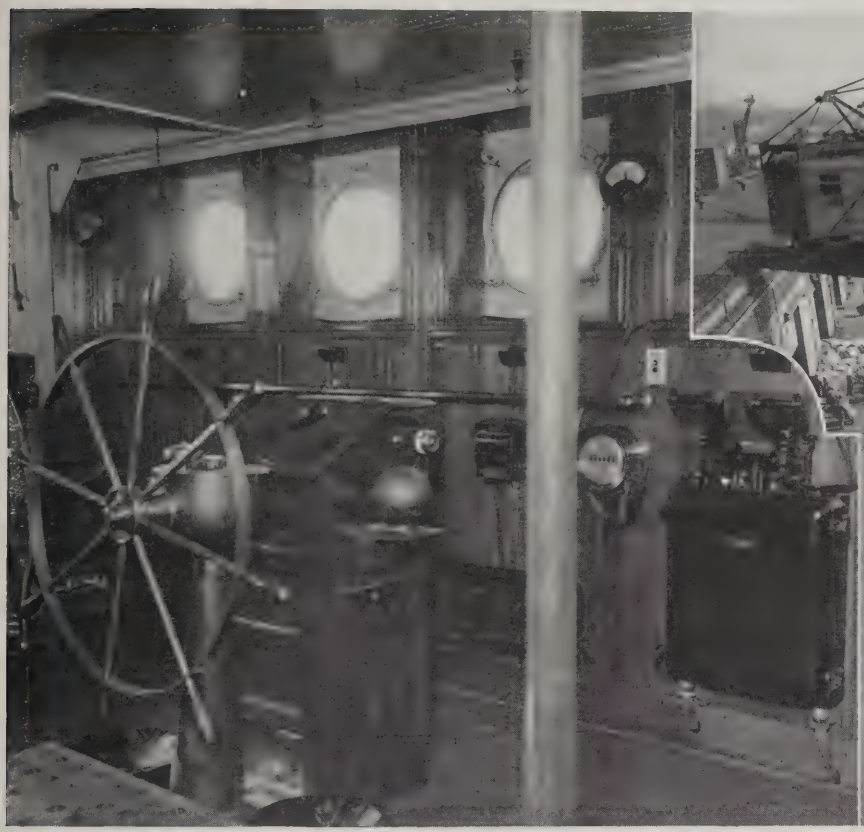
The recapitulation shows 365 cargo ships ready for delivery on the spot or in operation and 802 laid up. Nineteen tankers are running or ready while twenty-six are laid up. Twelve of the fourteen refrigerator ships are laid up, and all nine of the concrete tankers and cargo vessels are out of commission. Nineteen vessels are classed as "damaged and obsolete."

Of the passenger ships thirty out of the thirty-three are in operation or ready for spot delivery. Those not laid up are valued at $46,390,000.

The total valuation on July 1 was given as $227,732,615, but since then six ships were sold for $999,300, the announcement of the Shipping Board said.

DURING the fiscal year ending June 30, 1921, the number of German vessels passing through the Panama Canal was 19. During the next fiscal year the number of German vessels practically doubled, there being 37, while for 1923 the number of transits increased to 90, or almost five times the number in 1921. During 1922 German vessels ranked eleventh in point of tonnage through the canal, while in 1923, German tonnage ranked sixth. During the fiscal year ending June 30, 1923, there was an increase in transit of vessels of practically all of the leading maritime nations. The greatest increase, however, was in vessels of United States registry, which in point of transits, net tonnage and cargo tonnage exceeded the total traffic of vessels of all other nationalities combined. Of the total of 3,967 vessels the United States vessels were 1,994. The net tonnage and cargo tonnage of vessels of United States registry were more than double their quantity in any preceding fiscal year.

A New Diesel Electric Freighter



Pilot House of "Twin Ports"—showing to the extreme right the mechanism by which the Navigating Officer controls all operations direct instead of by signals to the engine room.

(World Wide Photos)

The "Twin Ports" at Her Loading Pier. Flexibility of control system makes for rapid maneuvering in and out of crowded slips.

AMONG the motorships availing themselves of the facilities of the Morse Diesel Engineering Department during the past month, the Diesel electric freighter *Twin Ports* is of unusual interest as being the first vessel of this type ever built especially for operation through the New York State Barge Canal.

The *Twin Ports* is a single deck vessel, 258 feet long by 42 feet wide, of about 2200 deadweight tons, or a mean draft of 10 feet, and is driven by twin screws operated by direct current motors of General Electric make. Current for the propelling motors is supplied by two generators each driven by a 375 B.H.P. 6 cylinder 4 cycle engine, made by the Lombard Governor Co.

Because of the special service for which the *Twin Ports* was designed, she presents a rather unusual appearance owing to the entire absence of any high erections on deck. Since the maximum clearance available under the bridges spanning the State Barge Canal is 15 feet, all of the deck structures are raised only about two feet above the level of the main deck and the two pole masts and the smoke stack, in which are located the engine exhaust pipes, are hinged to permit lowering in passing under the bridges.

The main motors attached to the propellor shaft are installed in a motor room in the extreme after end of the vessel, thus permitting the use of very short propellor shafts and making it unnecessary to use up cargo space for shaft tunnels. Approximately 50 feet forward of the motor room is the engine room where the main generators and their driving engines are located. The interesting feature of this installation is that the conventional fore and aft arrangement of the main engines is abandoned and the engine room is very materially shortened by installing the engines and generators athwartships.

Another departure from conventional ship practice and one which is particularly advantageous in canal navigation is the location of all control apparatus in the pilot house instead of in the engine room, so that the navigating officer controls all of the operations of the propellors direct, instead of by means of signals to the engine room. The extreme flexibility of this control system was demonstrated during the vessel's stay in this port when it became necessary on several occasions to shift berth in crowded slips. The ease with which the vessel was maneuvered gave an observer the impression of nicety of control not usually associated with a heavily loaded ship.

The *Twin Ports* was built by the Great Lakes Engineering Works of Detroit, Michigan, and is owned by the Minnesota-Atlantic Transit Co. A sister ship, the *Twin Cities* is approaching completion and will alternate on the run through the canal from Great Lakes ports. The excellent condition of the vessel upon its arrival in New York at the end of its maiden voyage, the smoothness with which all of the machinery functioned and the ease with which the vessel was handled through the canal locks, speak volumes for the builders of the machinery and prove ample justification for her peculiarities of design. As is the case with most new vessels this maiden voyage developed the necessity for some modifications and adjustments which were made by the Morse Diesel Engineering Department, while the vessel was unloading cargo and preparing for the return voyage.

While the *Twin Ports* was in port she was the object of a great deal of interest among marine men in general and was the subject of admiring comment on account of her handsome fin-

ish and appointments throughout. The engine room is especially attractive as the main engines and all auxiliary machinery are finished off in white enamel and the scrupulous cleanliness of all the equipment give an indication to the thoughtful observer of why marine Diesel engineers have a strong aversion to shipping in steam ships.

The engines, as perfected by Chief Engineer Schreck, of the Lombard Governor Co., combine the best features of conventional Diesel engine design with some special features that appeal to the operating engineer. Among these special features are the fuel pump control, the easily removable cylinder head valves and the detachable piston skirts, which permit removal of pistons from the bottom of the cylinders.

The Morse Oil Burning System

Reprinted from *"Chemical and Metallurgical Engineering"* Magazine of September 17, 1923.

FIG. 3—MORSE OIL BURNER—Dampers Closed

THE mechanical oil-burning system, of which the Morse system is the latest example, was developed in the attempt to apply oil fuel successfully to marine practice. The steam-atomizing system and the air-atomizing system for many reasons are not adapted to use in marine boilers. Therefore the various mechanical systems have received much attention. The system here described will prove as interesting to industrial users as it is to the shipping interests.

Up to the present time, in many mechanical systems, air for combustion is supplied around the outside of the hollow cone of oil, as shown in Fig. 1, the air and the oil traveling through the combustion chamber parallel to each other. It is plain, therefore, that combustion takes place only on the outside of the oil cone. The width of this cone of oil and the fineness of the atomization are very important in their relation to the time required for complete combustion to take place. It is also very important to consider the furnace volume that is required to burn a given quantity of oil per hour.

It will readily be seen that perfect combustion can be produced only by complete atomization of the oil into its finest atoms, each being far enough apart from its neighbor to permit being surrounded by the right amount of oxygen, and thus be burned completely in the shortest time and space. With this accomplished, more oil can be burned per unit of time per cubic foot volume of furnace, with the least draft and with no smoke.

It is essential in the design of a mechanical oil-burning system that the control of admitted air, both around the periphery of the register and through its center, be so simple and easy of operation that it will be used. It is also necessary that the atomizer or burner should be of such design that the control of the amount of oil sprayed be simple, wide of range, and that the oil pressure remain constant.

It is readily seen that after the atomized oil has emerged from the outlet of the tangential ducts, its velocity must be maintained at maximum. High velocity at this point determines the fineness of atomization when the oil is sprayed into the furnace chamber. Fineness of atomization is a primary requirement for perfect combustion.

The Morse system has been designed not only to utilize, for the first time, correct principles of atomization and air admixture, but to eliminate the various operating objections and complications now existing. (See Fig. 2.)

The outside appearance of the Morse burner is similar to that of other burners, with the exception that it is heavier and has an oil-control handle at the rear end. A spindle passes from this handle through the center of the barrel, and connects with a sleeve, which moves longitudinally along the outside of a nozzle. Tangential holes are drilled through this nozzle, and their outer ends connect with the whirling chamber of the tip.

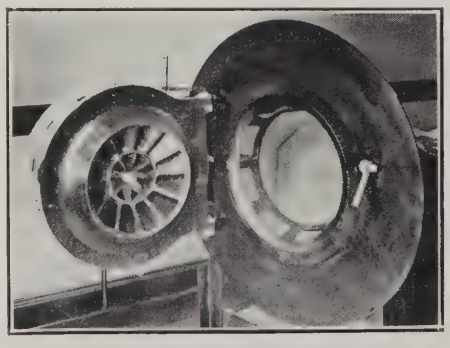


FIG. 5—MORSE OIL BURNER—Combustion Side

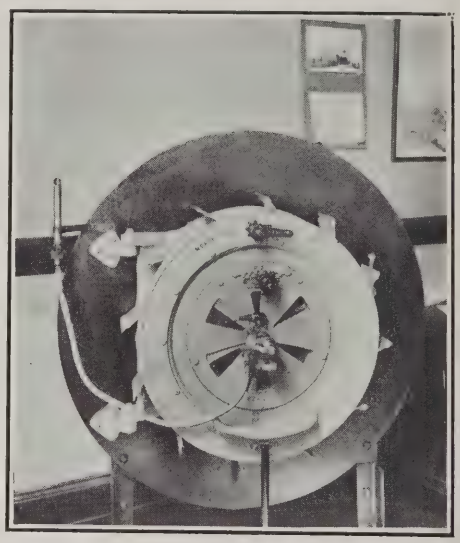


FIG. 4—MORSE OIL BURNER—Dampers Open

A very important departure has been made in the design of tip and nozzle: the total area of the tangential ducts is smaller than that of the tip orifice. Thus no oil pressure develops in the whirling chamber of tip to retard the high velocity of the oil as it emerges in cone form. This results in a much wider angle cone being sprayed into the combustion chamber.

Of practically equal importance with the burner is the air register, or impeller. The Morse register consists essentially of two venturi tubes, placed one within the other. Spiral vanes connect the two venturi tubes. On the inner side of the inner tube, other spiral vanes are placed. These vanes terminate about one inch from the axis of the burner to permit it to project into the furnace. The burner is attached to a special safety device which prevents its being taken out of

the air register during operation. This removes a source of fire danger now existing, particularly when inexperienced firemen are on watch. The periphery of the register is equipped with explosion doors, or shutter vanes. These doors are closely controlled by a single lever on the register front. If, due to some explosion of gases in the furnace, there is a backfire, these doors automatically close, shutting the flame from the boiler room and preventing injury to the operator. The inlet of the inner venturi tube is covered by a shutter which can be opened or closed at will to permit of air being admitted to the apex of the oil cone close up to the burner tip. If found necessary that no air be admitted to this zone, this shutter may be closed entirely, thus causing a slight vacuum. This will immediately increase the angle of the spray leaving the orifice outlet.

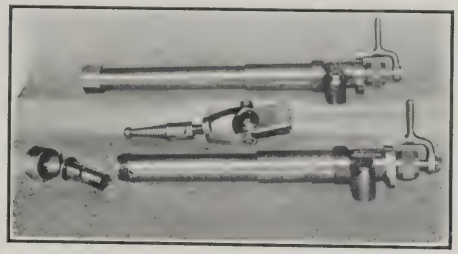
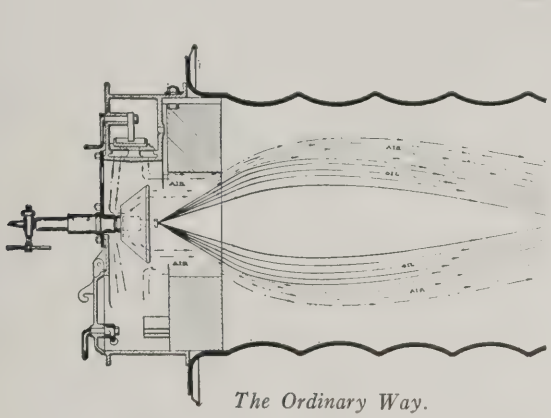


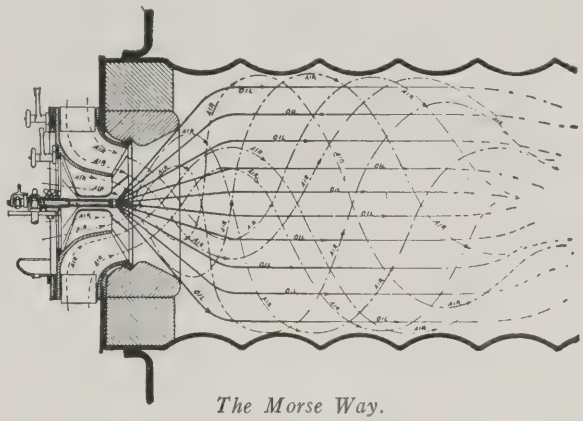
FIG. 6—MORSE OIL BURNER NOZZLE

Assembled and disassembled, showing control. Also cone-shaped oil hose connection with yoke and screw.

The Morse Drydock & Repair Co. which manufactures the Morse mechanical oil-burning system, claims that through the use of its burner, register, heater and strainer economies are produced which no engineer responsible for fuel-oil combustion can afford to ignore.



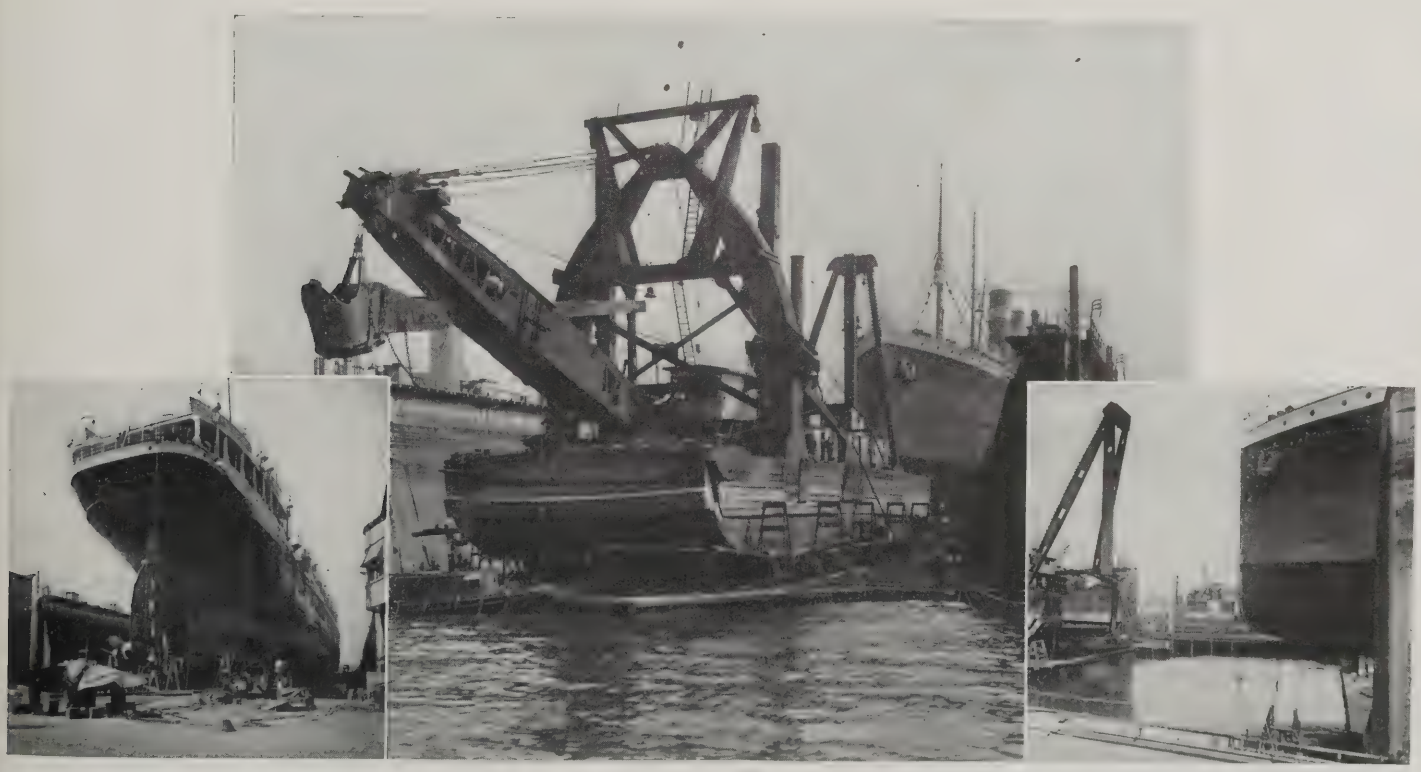
The Ordinary Way.



The Morse Way.

Fig. 1 (At left)—Diagrammatic illustration of many oil-burning systems. Note that the incoming air is in contact only with the outside surface of the hollow oil cone, causing combustion only at points of contact. Fig. 2 (At right)—Diagrammatic illustration of air admixture employed in Morse burner. Note how air stream cuts oil.

Six Docks in One



Center view showing *"Dredge No. 9"* on one section of Dry Dock, *"S. S. Kroonland"* on the other five sections of same dock; view at right showing separation of dock and overhanging bow of *"Kroonland"* and stern view of Dredge; at left, stern view of *"S. S. Kroonland."*

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL

Vol. 6 — A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the Interests of the Company. — NO. 11

FRANK ELY, Editor

Radio Activity

TO say that four out of every five houses are equipped with aerials is perhaps a conservative estimate. The appeal of the radio is universal. The mystery of picking organized talk and music out of the air at great distances is the most novel and important development of the century.

But after the newness of the apparatus has worn off and we have done playing with the trickery of the outfit, we settle down to concentrate on what we hear. We pick and choose among the programs. And after a while we find we are developing an appreciation for things we thought we didn't like before.

For example, tune in on a fine selection of orchestral music. It's resting and in every way satisfying, and then swing the dial to a station that gives us a syncopated rag. The contrast is so radical that it disturbs us. For the man who wants a little operatic music but not too much, who wants some jazz music when he feels like it, the radio permits him practically to run his own program. The great variety of serious and light talks by radio within a short space of time, tends to broaden thinking and furnishes stimulating ideas which would otherwise be secured only at a greater expense of time and money.

Visit the Marine Show

THE Marine Exposition to be held in Grand Central Palace, November 5th to 10th, will have a new nation-wide interest, since the American Marine Congress will be in session during the same week. Hon. Herbert Hoover, Secretary of Commerce, will conduct the opening session of the Congress, the purpose of which among other things, will be "the increasing of the competitive capacity of American ships." Practically every section of the United States will be represented.

Mr. Morse is one of the five members of the Shipyards Committee and Mr. Ford, Chairman of the Executive Board of the Diesel Committee.

The Morse booth at the Exposition will be No. 72 and will display working models of the new Morse Fuel Oil System, and of the new oil separator, in addition to groups of handsome photographs of the plant and its activities. The Exposition is open evenings and every man in the Works who can attend should take advantage of the opportunity to see this huge comprehensive display—probably the greatest Exposition in the history of the Marine Industry.

Saving for a Home

AT last the installment plan is being applied to a practical utility. First it was furniture and phonographs; then it was automobiles; now it is houses. The more progressive builders are realizing that by applying industrial methods to house building, they can pass the saving in expense on to the purchaser, so that with a comparatively small cash payment and very moderate monthly payments, spread over a period of twelve to fifteen years, the house will be owned free and clear of mortgage.

In these days of increasing rents for cramped quarters, it is a great boon to the family who needs more adequate accomodations. Incidently it means that money put into a house each month instead of rent, is money saved.

What People Call Success

Deny yourself the pleasures youth would claim,
Count every moment precious; never rest;
Let profit-getting be your only game;
Be sure to banish pity from your breast
Choose eagerness for money as a goal
To drive you daily to new enterprise;

Don't pause to gather flowers beside the road,
Be quick to see where your advantage lies.
Break briskly through whatever bars your way;
If sentiment assails you, fling it back;
Be sure to be some richer every day,

Let greed be not among the things you lack;
If you can get refinement as you rush
It may not hurt your chance to be refined,
But never hesitate to crowd or rush;
Have one intention always in your mind.

Let love, if you must love, be nothing more
Than incidental to the end in view,
Or use it as a key to fortune's door,
Adjust it to the purpose you pursue;
Beware lest golden hours be vainly spent
In setting lovely tenderness to rhyme;
See beauty only where a charm is lent
By wealth enough to make it seem sublime.

Be selfish when you must; be friendless, cold;
Let nothing keep you from the goal you seek,
Where boldness offers dividends, be bold,
And miss no chance to pounce upon the weak;

Become a driving power, a mighty force,
Be firm, be strong, be keen, be pitiless;
You'll miss the finer things of life, of course,
But you may win what people call success.

(*Cosmopolitan*)

Well Known Men in Morse Co.

Mr. James A. Kelley

Naval Architect and Chief Engineer

JAMES A. KELLEY was born in Chester, Pennsylvania, along the banks of the Delaware River, long known as the "Clyde of America," and on which his father ran one of the first steam tug boats to be seen on this waterway.

Having received a common school education, he entered the employ of the John Roach shipyard, and learned the business from the keel up, being as it is now termed, a graduate of no college but a member of the old school.

During 11 years in the Roach plant Mr. Kelley worked on many vessels that are now familiar to the men of our yard, among them, the *America, Hawaiian* and *Oregonian* of the American Hawaiian Line; the *Governor Cobb* which was the first turbine vessel of commercial size to be built in America; the *Yale* and *Harvard* which when they were designed and built, were remarkable specimens of the Naval Architectural art and remain so to this day.

In 1901 Mr. Kelley won a prize in naval architecture in Franklin Institute of Philadelphia for a treatise on naval architecture.

During the depression in shipyard activities in 1907, the famous Roach yard was closed and Mr. Kelley took up his work with the Newport News Shipbuilding & Dry Dock Co., in the Scientific Department, where he remained until the beginning of the World War, when he became associated with the Emergency Fleet Corporation, as Naval Architect of the Concrete Ship Division, coming to the Morse organization after he severed his connection with the Fleet Corporation.

In 1920 he designed the *S. S. Cuba*—the first electric motor driven passenger ship which was rebuilt in the Morse yard, though originally a product of the Chester yards where Mr. Kelley first worked.

Mr. Kelley is a member of the Society of Naval Architects and Marine Engineers, the American Society of Marine Designers, and has been appointed by the Society of Naval Architects and Marine Engineers, and also by the New York & New Jersey Dry Dock Association, as their representative on the Standards Committee of the American Institute of Electrical Engineers for the electrical installations on shipboard.

Mr. Kelley is well known throughout the maritime circles along the Atlantic coast, and is the author of several technical papers dealing with marine subjects.

THE NOVEMBER MEETING
of the
Employees' Association will be held in the
PARKWAY ASSEMBLY ROOMS
51st Street & 4th Avenue
NOVEMBER 21st

A 15 minute talk by one of the Department Heads followed by the usual high class vaudeville entertainment.

Bring the women folks with you.

Employees Association Directory
Officers

President, LOUIS T. FISHER, Timekeeper's Department
Vice-Pres., EUGENE CALLAGHAN, Dock Hands Department
Secretary, JAMES M. DOREMUS, Office
Treasurer, EDWARD J. HANNAVIN, Storeroom

Relief Committee, CHARLES WINKLER, Pipefitters Department GEORGE BULL, Gateman JOHN GREENE, Outside Machinist

When the Ships Come in for Repair

Below: Stern View of "S. S. Araguaya" in dry dock.

To Left: View of worn out stack of "S. S. Rosalind" awaiting the junk pile, while Morse workmen are building a new funnel.

To Right: View of "S. S. Celtic Prince," showing bow plates removed.

Above: "S. S. Fort Victoria" in dry dock.

Seven Hundred Attend the October Meeting

AT the October meeting of the Employees' Association on the evening of the 24th, the principal speaker was A. D. MacCorkindale, Manager of the North River Branch, and for many years an inspector with Lloyd's, who spoke on "The Duties and Responsibility of a Lloyd's Inspector in Relation to the Work in a Ship Repair Yard." His talk was interspersed with anecdotes and the well known MacCorkindale wit.

The vaudeville performance was equal to and probably superior to that of any previous meeting. Boxing bouts followed the vaudeville which in turn was followed by dancing. In lieu of an elevated ring, the bouts were held on the floor of the hall.

During the business part of the meeting which preceded the Entertainment, unanimous approval was given to the resolution introduced by James M. Doremus, expressing sympathy for John Hall in his extended illness. President Louis T. Fisher introduced into the discussion a suggestion for a Yard Dentist, who would, at reasonable rates and in a professional manner, take care of the dental work of the men and women of the yard and office, as well as of their families. This topic was brought up only for discussion, but met with general approval. Decision, however, was laid over until a subsequent meeting.

The November meeting will be held on the night of the 21st. For the information of those who did not attend the October meeting, please note that the hall is located at 51st Street and 4th Avenue, and is known as the Parkway Assembly Rooms.

Radio Beacon Best, Says Liner Captain

RADIO beacons, used in connection with direction finders on ships for the purpose of ascertaining position at sea in thick weather, are given the highest praise by Commodore Sir Bertram Hayes and other navigating officers of the White Star liner Majestic, according to a report of the U. S. Lighthouse service. Radio beacons are operated on an entirely different principle from radio compass stations such as the one at Pt. Arguello, California, which was recently figured prominently in the inquiry concerning the wreck of seven U. S. destroyers near that point. In the radio company station the position of the ship is worked out on shore; in the radio beacon system, by the operator on shipboard.

Officers of the Majestic report that on a recent voyage from New York to Boston and return, the vessel was in fog nearly the whole time and was navigated almost wholly by radio bearings taken from the ship. Nantucket lightship was made so closely that the Majestic passed between it and the marking buoy.

On the recent voyage to Europe the big liner was in fog four days before reaching Cherbourg, was navigated by radio bearings on approaching the French coast, and made the entrance to Cherbourg harbor exactly. The radio direction finder is also used on the Majestic for locating other vessels in fog. The direction finding work on the ship is given preference over all other radio work.

Direction finders for use in connection with radio beacons are being installed on a number of vessels of the Cunard line which has not heretofore used this instrument.

—*Science Service.*

The Captain of the Ship

An Editorial by Dr. Frank Crane—from the New York Evening Telegram.

THE captain of an ocean liner is one of the most striking figures of this day.

He represents a curious combination; he is a business man, for he must look after many interests purely commercial; he is a mathematician, for he must know the elements of navigation; he must be bookkeeper enough to keep his accounts straight; he is the company's hired man; he must be jack of all trades enough to do what every man under him can do; and he is required to be a well-dressed gentleman.

Perhaps no other position in the world puts upon a man such a load of personal responsibility. Whatever happens to that ship or on board that ship, it is directly upon the captain that the responsibility is saddled. He stands alone between his cargo and vessel, property worth often millions of dollars, and destruction; between a great cityful of human beings and death.

While his ship is afloat at sea he is the greatest autocrat in the world. No sultan, king or jailer is vested with so much authority. He has absolute control over everything and everybody on the ship. He can imprison any one of the passengers or crew. In certain exigencies, he can take life. Even more appalling than that, he can, in certain circumstances, perform the marriage ceremony.

Of course, he must answer for all his deeds to the proper authorities when he reaches the shore. But while the ship is afloat he is distinctly It. Nothing Itter is known.

Corresponding to these powers, he has certain exacting duties.

If the ship is wrecked and goes down, he is supposed to be the last man that deserts her.

During a fog he must be on the bridge; so that you may know, when you hear that fog horn blowing, that the master of the vessel is up there tending strictly to business. On one occasion, I came from Havre to New York City on a French liner and there was a fog all the way; the captain never left the bridge once.

He must keep a log, or book of record, in which he must set down everything that happens on board ship that may be of interest to the company or the Government. If he fails to do this, he is severely fined.

The captain of a Pacific liner told me that he could make mistakes enough, as a total possibility, on one voyage from Vancouver to Yokohama and return for which he could be fined $40,000.

To occupy his position he must receive a most severe and thorough training, occupying a period of from six to eight years as a minimum.

It will thus be seen that to be a captain one must have a good deal of education, long training, much natural ability, and assume staggering responsibilities, besides being willing to undergo all manner of hardships.

And for all this he gets a salary of from $350 to $450 a month. There are a good many civilians who have nothing like either such work or responsibility or equipment who are better paid.

In Memory of the Birthday of

THEODORE ROOSEVELT

Born—October 27, 1858
Died—January 6, 1919

He still lives in the hearts of his countrymen—"sentry of righteousness, down all the years."

Sporting Extra:--Youngsters Defeat Benedicts

Spirited Game at Parade Grounds Results in 17 to 8 Score

Reading from Left to Right:—Standing: Borgeson, Kohl, Edwards and Hunt. Seated: Horan, Bruce, Shand, Prestien and Whalen.

Reading from Left to Right:—Gannon, Rees, Fisher, Seeley, Sandell, Buletti, Lundmark, Faulkner and Brady.

THE married men of the Morse office went down to bitter defeat at the hands of the *Youngsters*, single men, at the annual baseball game held on Saturday, September 29th, at the Parade Grounds. The result of 17 to 8 does not even begin to tell the story. Father Time must be served, even though the benedicts in our organization did not think so.

The features of the game were the batting of Horan and Edwards, and a double steal by Hunt and Borgeson, and a double play by Horan and Hunt.

Hot Ones Right Off the Bat

Anyone who has a pair of trousers to give away, please see Buletti, who tore his while trying to catch a runner stealing second base.

It certainly was funny to see George Kohl slide into second base on his fuel oil system.

Jack Gannon is certainly getting fat. Look at your picture and convince yourself, Jack.

Can you imagine Freddie Edwards getting caught off second base by the old hidden ball trick? Well, he did.

Some of the big league scouts ought to look over our store-room talent. They are passing up some good players in Bruce, Prestien, Shand and Whalen.

As a baseball player, Faulkner certainly must play a good game of cricket.

BOX SCORE

YOUNGSTERS

	AB	R	H	E
Bruce, CF & P	6	0	2	0
Shand, C	7	2	1	1
Prestien, 3B & P	3	5	2	1
Edwards, P, 1B & 3B	7	4	6	0
Whalen, SS	7	4	5	2
Horan, 2B	4	2	4	0
Hunt, 1B & P	6	0	4	0
Kohl, LF & CF	2	0	1	1
Borgeson, RF	4	0	2	0
	46	17	25	5

BENEDICTS

	AB	R	H	E
Seeley, 1B & P	3	2	2	1
Lundmark, RF & 2B	5	0	2	0
Sandell, 2B & SS	3	1	2	2
Fisher, P, C, & 1B	5	2	3	1
Buletti, C & 3B	5	2	4	1
Gannon, 3B, P & C	6	0	3	0
Brady, SS & RF	5	0	2	0
Faulkner, LF	4	0	0	2
Rees, CF	4	1	0	2
	40	8	18	9

2 Baggers, Prestien, Gannon and Buletti. 3 Baggers, Horan (2). Stolen Bases, Prestien, Hunt, Kohl, Borgeson, Edwards, Gannon, Buletti (2). Double Play, Horan to Hunt. Struck out, by Edwards 6, by Fisher 3, by Gannon 1. Time of Game, 2 Hours. Umpire, M. L. Meade.

Fair sex rooters included Misses Badger, Gatje, Fritch, Braithwaite, Mrs. Meade and Mrs. Seeley.

"Hello Doc," we greeted a physician as we met him on the street the other day.

"For the love of Mike," said our companion, "Don't call him Doc, don't you know that's what they tie boats to?"

The lawyer was cross-examining a witness to a robbery. "When did the robbery take place?" he asked.

"I think—" began the witness.

"We don't care what you think, sir. We want to know what you know."

"Then if you don't want to know what I think, I may as well leave the stand. I can't talk without thinking. I'm no lawyer."

Tenderfoot: "Why do they have knots on the ocean instead of miles?"

Firstclass Scout: "Well, you see they couldn't have the ocean tide if there were no knots."

How doth the busy Wallace
Employ each darkening hour?
By checking cards and 73's,
In the time-keeper's festive bower.

No more the bungalow hears his voice,
Nor do the wild waves roar.
For Wallace is working while we sleep,
His dancing nights are o'er.

Lou Fisher was standing and watching a funeral cortege go by when someone in the crowd tapped him on the shoulder and asked, "Who's dead?" Lou's answer was, "I guess the fellow in the box."

Matt McCarragher and the Mrs. spent an enjoyable week out at Baldwin, Long Island, with the young Macs. Matt came back mostly dry.

Bill Harriet of the Copper Shop has been walking the floor the last few months. Look out, Bill, the tack will get you yet.

Hughie McQuillan is wearing a big black band on his straw hat. In mourning for the "Giants" probably.

Drift Pin Woodley is still picking cotton out of his clothes.

Charley Ambriano's friends are getting ready for Charlie's wedding in December. Some party! The sky is to be the limit, we're told.

For sale. One radio set, guaranteed *not* to work. Apply to Willie the Bird in the Pipe Shop.

James (Red) Powers of the Sheet Metal Department is about to go on the Police force. When he puts the "harness" on, we'll all be in the hoosegow.

Gus Bergen went to hear a lecture on Scandinavia the other night and when he started to tell the boys about it, he was so realistic that he had us all sliding down mountains on skis.

The machinists thought there was a new man hired the other day, but it was Ben De Bar with his mustache shaved off.

Pajamas and Night Shirts For Sale Cheap,
Bay Ridge Branch in Tool Room
Pete, Proprietor,
Scotty Ballintine, Manager.

Says Kelly the bender to Pace the snapper:—"I can do it, but no wurst maker could never make that out of 6 feet of sausages."

After having his mustache cut off, Ben DeBar suffered from a very severe cold.

Leonard of the Machine Shop does not want any soap on Monday nights. That's the night he goes to the bank.

Dago Frank of the Pipe Shop, is thinking seriously of making another trip up state shortly. Must be some attraction up there!

Paddy Kelly bought an auto for $55.00 and it cost him $75.00 to have it drydocked.

Jimmy, the Machine Shop broom, bought some grapes and turned them into wine. Some magician, we'll say. How about a sample, Jimmy?

Brother Charles Harvey, once Sir David Lenox of the Salvage Department will soon depart on a deer hunt in the Adirondacks, but with Charley away, what will happen to poor Al?

Ernest Banfort and Jack Stratton are now members of the Polar Club. They intend taking baths all winter.

The Rivet Counter

Behold the mighty rivet counter
With a paint pot in his hand,
He paints the rivets, large and small,
And counts like only Golden can.
His brow is wet with honest sweat,
And his clothing full of paint,
He cleans his suit with turpentine,
With not a murmur of complaint.

And let the gang moan and rage,
It will not give them glory,
For the counter now, is on the job,
And the "clicker" tells the story.
And while the rivets are driven fast,
And the bellows loudly roar,
The painter is waiting with his brush,
To cover the ugly sore.

The rivets are painted, one and all,
The hardest work is done,
The "clicker" gets in his deadly work,
And misses never a one.
The rivet gang look over the count,
And say, "It is not fair,"
But "Ah!" the counter cries with glee,
"My 'clicker' and I were there."

A. R. I.

What means this awful tumult
And the ball grounds darksome pall,
Three unearned runs had crossed the plate,
For Crist has muffed the ball.
"Give us a cigaret"—he cried,
"This time I'll hit a homer,"
But, alas! he hit the air instead,
And received his little diploma.

Charlie Winkler has returned from an extensive automobile tour through Connecticut and Massachusetts. Why not take some of the less fortunate boys along, Charlie?

Dan Horgan and Jeremiah are practicing a sketch entitled, "Where do We Go from Here?", which they will put on at our next monthly meeting.

"Big Joe" of the Machine Shop has a very important engagement every Sunday morning and does not wish to be disturbed. Put us wise, Joe.

J. Devine, J. Dobbins and Mueller of the Pipe Coverers are together so much lately, it is impossible to tell them apart.

Frank Sether, Drift Pin Woodley and Hughey Pace are cultivating their voices so that they may sing a trio at our next Monthly Meeting. (Loatie Benjamin at the piano.)

Now that the snow will soon begin to fly, Jack Nevada is moving to the country. He's in plenty of time to start his 1924 planting. Jack is going to show us some big cabbages and potatoes this time next year.

Notice

In order that all employees may receive the *Dial* regularly each month, it is necessary for them to write their latest address when signing pay slips each week, as this is the only way we can keep track of whom to mail the *Dial* to each month. Every employee is therefore requested to write his name and address on his next pay slip in order that a complete check up may be made to avoid numerous complaints of employees in not receiving their copy of the *Dial*.

The Funny Page

"FOR THE LOVE-A MIKE— LOOK AT ME NOW-!!!! HEY-BARBER DIDN'T I TELL YOU I WANTED A HAIR-CUT!!"
"YOU DID SIR-AN' YOUR UPPER LIP IS THE ONLY PLACE I COULD SEE ANY HAIR TO CUT-"
BEN DE BAR
BALD AS AN EGG
ED. DONNELLY-
BEN'S IDLE WORDS HAVE COST HIM HIS PRIZED FACIAL ADORNMENT.
"WOW-"
BILL SCHWARTZ OF THE STORE-ROOM ON HIS WAY HOME FROM THE PLANT DURING THE LAST RAIN-STORM.
COOK WANTED
"NOW-LET ME SEE, I WONDER WHICH ONE IN THIS BUNCH WILL STAY ON THE JOB??
MRS. WATERMAN
CARPENTER SHOP
OUR STOMACHS CAN'T GET USED TO THE FREQUENT CHANGE IN COOKS THESE DAYS.
MISS FAHID
"IN A COTTAGE BUILT FOR TWO-"
PRACTICING FOR THE FUTURE
WON ON A BET
DON'T KID ME BOYS- I'm ALL RIGHT-ON T'LEVEL I'm REALLY ENJOYING THIS SMOKE- YES I AM-"
BILL SMITH TRYING TO LAUGH OFF THE EFFECTS OF HIS FIRST CIGAR.
JACK BRADY MOVES A HALF MILE NEARER THE MORSE PLANT— IT IS ONLY 19½ MILES TO WORK NOW.
"I AM READY NOW, FOR THE BEDS, MATTRESSES, BUREAU, CHAIRS TRUNKS AND RUGS BRING THEM RIGHT UP, DEAR-"
MRS. B.
JUST AFTER ARRIVING IN THE NEW HOUSE.
PADDY KELLY TAKES CHAS. AMBRIANO ON A JOY RIDE IN HIS SECOND HAND DORT.
"THERE GOES THE FOUR SHOES!!! — BACK UP THERE!!"
BANG
DORT
"THIS CAR BELONGS ON THE BRIDLE PATH!!! SOME BOILER HANG ON PADDY!!"
CHARLIE TAKING A HIGH DIVE TO SAFETY?

New Employees

W. H. Hubbard, Foreman, Cabinet Shop.

C. DeCaino, Assistant Foreman, Cabinet Shop.

Miss M. Fahid, stenographer, Cabinet Shop.

P. Cutler, new estimator at the main plant.

J. Ryan and A. Zaborowsky, new office boys at main plant.

W. H. Neil, formerly estimator at North River Branch has been transferred to Brooklyn, and H. S. Blake is the new estimator at the North River Branch.

Andrew A. Giordano, new office boy at New York office.

J. Wilson, transferred to clerk in Cost Department from clerk in the Hull Department.

J. Gellert has been transferred from North River Branch to clerk in the garage at the main plant.

Robert Coates, transferred from the Fuel Oil to the Cost Department.

Miss Lillian Johanson is the name of one of our new typists in the Cost Department, and Selma Elias, the name of the other.

K. Seward and J. G. Senia are the new clerks in the Cost Department.

Miss Marie Kelley, new comptometer operator in Cost Department.

L. Le Comte, formerly shop clerk is now at the Employment Office.

C. A. Dunbar, new draughtsman.

Lawrence Robertson, new clerk at North River Branch.

H. Roberts is again with us as purchasing clerk and G. H. Plummer, as stenographer, at North River Branch.

H. Komp, is the new general foreman.

J. Slazenger, new foreman in the electrical shop.

Michael Altomari, new shop clerk.

N. Wallace is now night shop clerk.

The Office Cat Says—

Two guardians of the Gate are we,
St. Georgus and St. Gus.
From 6 A.M. till 6 P.M.
We're always on the rush.

We dodge the cars, both large and small,
And scan each pass with care.
And see that naught is taken out,
But what is written there.

We halt the stranger coming in,
And search him going out.
"They shall not pass," Chief Meyers cries,
"Until we know what's what."

We understand that the Chief Timekeeper has ventured into the trunk moving business as a side line. We wish him all success and many financial returns.

We are wondering what brings that far-away look in the eyes of Mysterious Bill of the Cost Department.

Dedicated to the Fuel Oil Department

Let the filters open wide—
Do not touch the valves at side—
Keep the pressure on the pump—
And up the bally steam will jump.

If the smoke is black and thick,
Open up the fan a bit.
If the smoke is thick and white,
To slow the fan will be quite right.

For when sufficient air is given,
No smoke ascendeth up to "Heaven."
If the jets refuse to squirt,
Presume the cause is due to dirt.

Should the flame be short and white,
You have combustion clear and bright
But should the flame be yellow and long,
Combustion is entirely wrong.

A wise man to his heating sees,
And keeps it at 200 degrees.
To have it more is not quite wise,
Because the oil may carbonize.

A little lower has been found.
To give a good result all round.
If the filters are kept clean,
No rise of pressure will be seen.

But should the pump kick up a ruction,
There's likely air within the suction.
The pressure governs the supply,
So do not keep it very high.

If these instructions you will follow,
You'll beat the other fellow hollow.

Tom Doyle is getting so stout he has to do his handkerchief washing sitting down on a chair.

At last Sherlock Holmes has been discovered in our office. George Fort in the Cost Department is an exact image of the well known detective when he puts the calabash in his mouth.

Mrs. Waterman finds flivvers very uncomfortable on week days since she has started her Sunday Packard rides.

Dorothea Kirby, daughter of our Capt. Kirby, is very much athletically inclined, and is constantly adding to her laurels, both in swimming and in running. During the month of August, she won first prize in the 100 yard swim at Scoville's Baths, Coney Island, which carried with it the championship for women, and also won the 100 yard running race for women at Ulmer Park.

The Testimonial That Was Never Used

"Well, sir," asked the typewriter agent of an old customer, "how do you like your L. C. Remingwood?"

"It's wonderful!" was the enthusiastic reply.

"Would you mind writing us a testimonial?"

"Certainly not," said the proud owner, and dashed off the following:

"Aafted useing these atypewriter fro thre month an d Over./ i unhesitatinhtatingl y pronounce it tobeal adn moor than the M anufacturs cliam? for It. Durinb the tim e in mmy possession i$ thre moyths i t hass mor e th an payed for itse*f id the savink ofF tim e anoe laborr."

—American Legion Weekly

Names of the Great and Near-Great in Morsedom

Can you Figure out Your Own Name in this Series?

Answers to last series:— 13—Winkler; 14—Fisher; 15—Sheehan; 16—Nesbitt; 17—Canning; 18—Irish.

We Laughed When We Heard Them

At Three O'clock in the Morning

Irate Citizen (from his bedroom window): Say you down there; who are you talking to?

Intoxicated Romeo: Nobody 'n perticerler. I'm jesh broadcashtin'.

—Univ. of Nebraska Awgwan.

A negro called at the hospital and said, "I called to see how mah fren Joe Brown was gettin' along." The nurse said, "Why, he's getting along fine, he's convalescing now."

"Well," said the darky, "I'll just sit down and wait till he's through."

—University of Buffalo Bison.

"Here, young man, it's against the law to spit on this floor."

"Then why did you put that sign up?"

"What sign?"

"'Fine for Spitting.'"

—University of Mich. Gargoyle.

Ed—I guess you've been out with worse looking fellows than I am, haven't you?

(No answer.)

Ed—I say, I guess you've been out with worse looking fellows than I, haven't you?

Co-ed: I heard you the first time. I was just trying to think.

—Univ. of Oregon Lemon Punch.

Sea Captain (to one of the passengers leaning over the ship's rail) "S'matter, ' lad? Weak stomach?"

Passenger (irritably) "Hell, ain't I puttin' it as far as the rest of 'em?"

Teacher asked her class if they could compose a rhyme using the word "Nellie." She finally called on Johnny Jones. Johnny arose much embarrassed:

"There was a little girl named Nellie
Who fell in the water and wet her
little feet."

"Why, Johnny, that doesn't rhyme."

"I know it doesn't. The water wasn't deep enough."—*Ex.*

Below Par

A clergyman who had been badly beaten on the links by a parishioner thirty years his senior returned to the club house somewhat disgruntled.

"Cheer up," said his opponent. "Remember, you'll win at the finish. You'll be burying me some day, I expect."

"Even then," said the vicar, "it will be your hole."

A Tap on the Jaw

By Bruce Barton

HE had fought a hundred and twenty-five battles and was champion of the world. So he retired to take life easy on his farm.

But the promoters lured him forth to fight another man, offering him the salary of the President of the United States. I was one of the several thousand who paid their money at the gate.

The betting was two to one on the champion. He stepped into the ring with a jaunty smile, and why not? He had longer experience and a longer reach and was fighting before a friendly crowd. Surely, we thought this will be easy for him; and we were still thinking it, when all of a sudden he was down on his knees.

There was nothing brutal about it. He seemed to have slipped. We could not believe, as the referee began his slow, measured count, that he would not jump to his feet again. Could such a little blow put a man out? Why, it was hardly more than a tap on the jaw!

I said as much to my neighbor.

(Fate is always kind to me at such affairs, setting me beside some stranger who is wise in records and inside stuff.)

"He seemed in perfect condition," I exclaimed, "and he's been leading a clean, healthy life down there on his farm!"

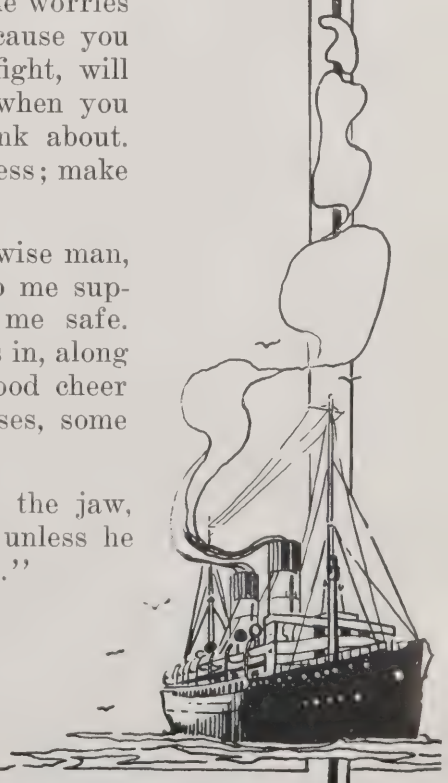
"Clean life, sure," my neighbor answered. "But it takes a lot more than that. A man can't go away from the ring for a couple of years and expect to stand up under punishment when he comes back. You can't take them taps on the jaw, my friend, unless you're taking 'em every day."

I have been something of a listener to speeches and something of a reader of books; but nowhere have I encountered a more profound observation on life than fell from the lips of my untutored friend.

You can have just about so much from the grab-bag of life, but you can't put *both* hands in. You can say to yourself: "I will run away from worry. I will retire and enjoy myself." And Fate answers: "Retire if you like, but the worries that are small today, because you are in the thick of the fight, will loom very much larger when you have nothing else to think about. The price of ease is softness; make no mistake about that."

And the prayer of the wise man, I take it, is, "Lord, keep me supple," not, "Lord, keep me safe. Put some disappointments in, along with my fair share of good cheer and good luck—some losses, some hard nuts to crack."

For these are taps on the jaw, which a man can't take unless he is "taking 'em every day."



The Prince-Wark Company of New York City

Good Ships Deserve Good Workmanship

EVERY day a hundred ships sail into New York Harbor. Quick turn-around is vital. Schedules must be kept.

It is this element of time saving that makes one repair yard different from another.

The forty-acre plant of the Morse Dry Dock & Repair Company—with its vast shops, its extraordinary dry dock facilities, its thousands of skilled workmen—has been built up on its reputation during the last 40 years for prompt and reliable workmanship.

Until today it is the largest and most efficient ship repair yard in America.

That's why more and more ship owners are selecting the Morse yards,—for promptness and dependability in repairs, reconditioning and reconversion work.

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The MORSE DIAL

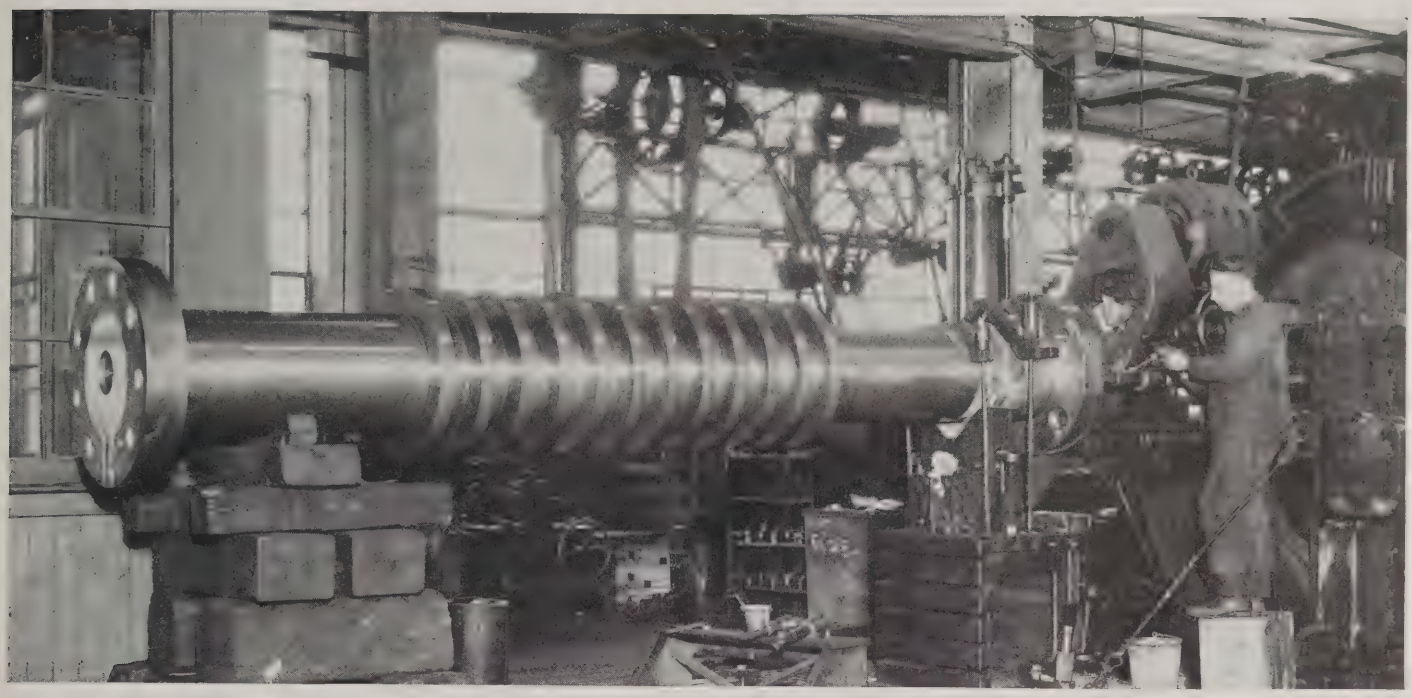
December, 1923

MR. A. D. MACCORKINDALE
Manager North River Branch

(*See Page 9*)

MORSE DRY DOCK DIAL

VOL. 6 December, 1923 NO. 12



Counterboring Coupling Bolt Holes on Thrust Shaft of S. S. "Roma" in the Morse Machine Shop.

A New Thrust Shaft--and Then On to Algiers

THE *S.S. Roma* bound for Lisbon, the Azores and Algiers, had just taken on her passengers at Providence when the engineer discovered a break across the third ring of the thrust shaft of the main engines.

Naturally she could not go on, but fortunately for those who had booked passage, the *S.S. Canada* of the same line, the Fabre Line, came into port the next day, so that the *Roma's* passengers were immediately transferred, the *Canada* supplementing her ports of call by adding the Azores and Algiers — the same route previously scheduled for the crippled *Roma.*

The latter vessel was then towed from Providence to the Morse yards in Brooklyn, being without power of her own. Enroute, heavy weather forced her to put in at Newport, but with clearing skies, she arrived at our own Pier 4, after a journey of approximately twenty hours.

In the meantime Morse workmen were preparing a new shaft, machining it and boring and counterboring the coupling bolt holes. The installation was soon completed so that the *Roma* was able to leave the yard on the afternoon of November 13th, for Pier 31, Brooklyn, from which she sailed.

Before leaving, the French Consul, the Chief Engineer of the *S. S. La France* and a representative of the French Bureau Veritas inspected the job, which was completed several hours before contract time.

A handsome ship with hull painted white and stacks of red, blue and white, she made a trim picture alongside her pier.

And we rather think her Captain was proud of her,—Commandant Jean Lebrun of Marseilles,—who has had a splendid career with his fine ship and who during the war was assigned to the *Sultana* of the same line. The *Sultana* being torpedoed, Commandant Lebrun, among others, was a fortunate survivor.

The Chief Engineer of the vessel, during the war, was assigned to the *S. S. Madonna,* another ship of the Fabre Line, all of whose vessels were in wartime service.

The *Roma* will be back in New York on January 2, 1924.

The voyages of the *S.S. Roma* and sister ships to the Azores and Algiers take their passengers into one of the most alluring countries in the world.

There is an Arab saying that "El-Jezair (Algiers) is a diamond set in emeralds." Along the northern coast of Africa, it looks from a distance, we are told by travelers who have been there, like a series of dazzling white terraces rising straight up out of the blue water of the Mediterranean in the form of a triangle, at the apex of which is the ancient fortress of the piratical Deys, with its slender minarets,—500 feet above the harbor. Below the hills, on the other side, lies the great Desert of Sahara.

In every thing one reads of Algiers, it is likened to the "Arabian Nights" —perhaps that's because Robert Hich-

ens, when he wrote the "Garden of Allah" had found much of the setting for his novel in this region.

Algiers is a French possession and is divided into two parts. The lower town is occupied by the French who have made it a gay winter resort. The upper town is occupied by the Moors and remains just as Moorish as it was in the times of the Corsairs. Nothing is more curious than the marked contract between these two sections,—the modern Occident and the ancient Orient.

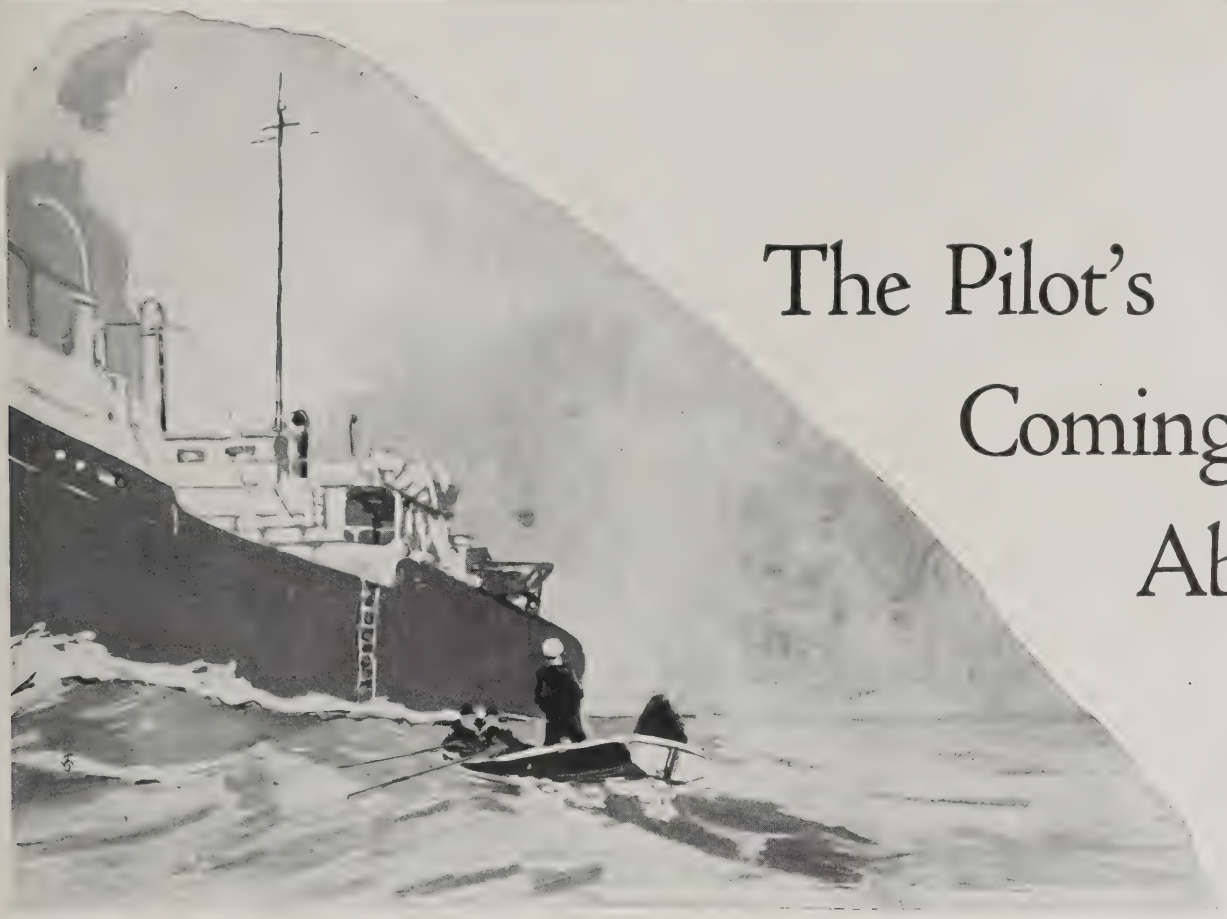
Along the shore front are paved streets imposing business buildings the broad open squares, fine hotels and shops, French villas, cafes with open air tables, thronged with a cosmopolitan crowd.

On the heights above, is the native town solemn and quiet, narrow streets with little windows; in some places, the opposite houses being so close to each other that there is scarcely room to pass between them. All are flat-roofed and built around open courts, planted with palms and orange trees and embellished with mosaic pavements and fountains.

Interesting shops and bazaars afford gathering places for the varied groups, —Moors, Arabs, Negroes. The women mostly follow the Mohammaden custom of shrouding themselves in voluminous white robes that leave only the eyes and a small portion of the nose visible.

To show the primitive life of these Nomadic people, some of the steamship lines arrange hunting parties for tourists, under the leadership of tribal chiefs or Sheiks, at which time visitors are able to see at first hand strange Oriental methods of hunting,—one of them being the chase and capture of game birds by means of trained hawks, a variety of sport known and practiced throughout Europe in the days of chivalry under the name of "falconry," but now almost forgotten.

Upper—Jean Lebrun, of Marseilles, Captain of the "S.S. Roma." Center—The "Roma" at Pier 3 of the Morse yards just after having been towed from Providence. Lower—View of picturesque Algiers from the waterfront.



The Pilot's Coming Aboard!

UP over the horizon, just beyond the neck of Ambrose Channel, a trans-Atlantic liner thrusts its huge bulk, and the trim steam pilot yacht, a tenth her size, is waiting to meet her. To the incoming voyagers, picking up the pilot is a picturesque sight,—from the time he "shunts the yawl" and is rowed in a dory to the flank of the liner and nimbly scales the swaying monkey ladder to take full charge of the steering of the ship, until her hawsers are made tight at her pier.

The security of the vast wealth of cargo amounting as a total to $3,154,-453,148. and human freight that goes in and out of the greatest port in the world is in the hands of the pilots,—120 of them in all. No matter how severe the blow nor how untoward the elements, at any hour, day or night, the pilot must be there,—and *is* there. The job calls for skill and bravery and daring. There have been numerous recorded tragedies among the pilot boats and their crews, lost in discharge of their duty.

In spite of the hardships at sea and a long and arduous period of training, there are always from 50 to 100 men on the waiting list eager to be taken into service.

The apprentice must undergo a severe course of sprouts extending over a period of 10 years, during which time there are no specified hours. He works as long as and whenever it is necessary. One of his earliest jobs is as a member of the crew on one of the pilot boats which he helps keep clean and he and another apprentice row the dory that transfers the pilot from his steam yacht to the incoming liner or vice versa. He is subject to emergency call at any hour, day or night. When his 10 years of apprentice service is completed he becomes a recognized pilot. At this stage, he is capable of steering the largest liner through the 2,000 foot wide Ambrose Channel, either into the harbor, where he is responsible for her till she reaches her berth, or on out, into the open sea.

Until relieved, he is on the list of active pilots and must respond whenever called. The business of piloting calls for a sturdy physique, a perfect skill based on precise knowledge, to be gained only by years of experience, a keen eye and a courageous heart.

The business of being a pilot has in many instances been a family profession, the sons and grandsons following in their sire's footsteps.

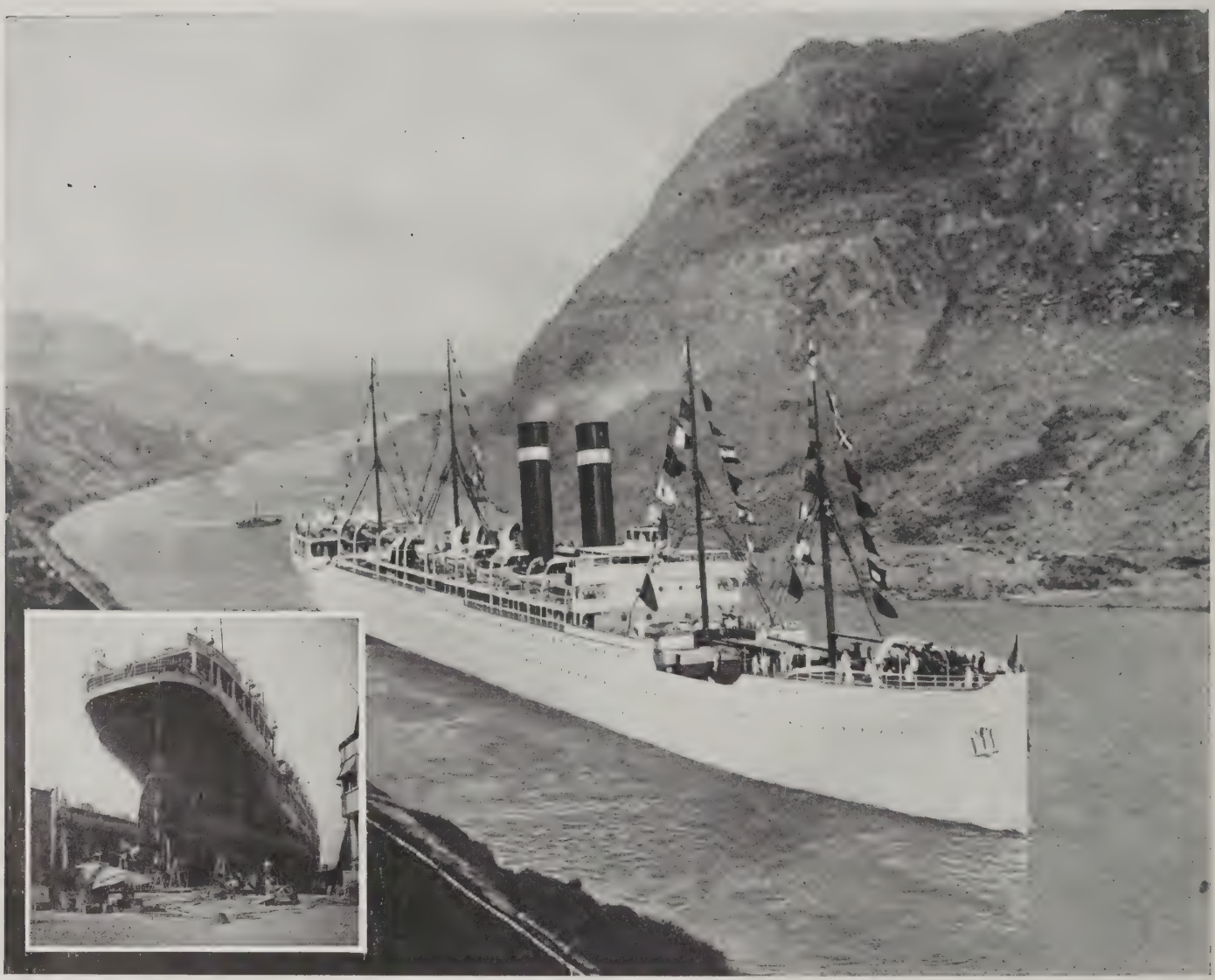
It is a curious fact that in twenty years, only five pilots were unable to leave the ships they had piloted out because of rough seas, and were carried to Europe. When a pilot is carried to sea he is said to be "in detention" and becomes the guest of the ship and in addition receives $100 a month "detention pay" from the steamship company.

In the old days, before the present working organization of pilots was formed, there was a free-for-all battle among free lance pilot boats, who raced for the privilege of piloting the incoming vessel. Today, the Sandy Hook Pilots Association is a well-organized businesslike working organization. In 1882, a N. Y. State act was passed providing for a Board of Five Commissioners,—three to be elected by members of the Chamber of Commerce of the State of New York, and two elected by the Presidents and Vice-Presidents of the Marine Insurance of New York City, represented in the Board of Underwriters. The present Board of Commissioners consists of Marcus H. Tracy, President; Melville M. Crockett; Joseph B. Morrell; George E. Norton, and Arthur M. Smith.

Supplementing this Board, there is the active organization of pilots of New York and New Jersey, comprising the 120 pilots themselves, known as the Sandy Hook Pilots' Association. They elect their own officers. At the present time, Capt. Frank P. Van Pelt is President of the New York group and Capt. J. F. Hopkins, of the New Jersey group.

These are the greatest pilots in the world, under whose safe direction is placed nearly one-half of the commerce of the great United States.

New Coast to Coast Passenger Service



The "S.S. Kroonland" of the Panama-Pacific Line passing through the Gaillard cut in the Panama Canal on October 18th. Insert shows "S.S. Kroonland" on our No. 2 dock, just prior to entering the new service and before receiving her new coat of white paint.

WITH the sailing of the *S.S. Kroonland* on October 18th, the coast to coast service of the Panama Pacific Line was resumed. The *S.S. Finland* and the *S.S. Manchuria*—all in our yards just before sailing,—followed on their way through the Canal to San Francisco,—a 5,200 mile voyage with stops at both Havana and Los Angeles.

Re-arrangement of deck space, truing up of propellors and machinery, made these ships ready for their tropical voyage. Their dark hulls were all painted white; a special ventilation system was installed, furnishing each stateroom with its own electric fan; the furniture was upholstered in light fabrics,—all in readiness for the warm days and nights journeying through the Carribean Sea and the Canal.

On these voyages the *S.S. Finland* and the *S.S. Kroonland* are carrying fewer passengers than when in trans-Atlantic service. This has meant a large reduction in the number of boats to be carried since in the North Atlantic trade a steamship must have enough boats for its maximum passenger capacity.

The removal of nearly one-half of the boats now affords these ships vastly increased space on the upper decks which will be devoted to sports. Changes, also have been made on the cargo decks, where considerable amount of space known as the "garage," has been devoted to the carrying of automobiles, uncrated. This is a unique feature which has been taken advantage of by many of the passengers in response to the company's slogan "Check your car with your trunk."

Another slogan of the line,—"Ship by sea express" apparently appealed to shippers generally so that the holds of these big vessels carry a diversified assortment of manufactured articles. Shippers even as far west as Chicago, we are told, were represented in the vessel's manifest. From New York to San Francisco is a 15 days run.

The *S. S. Kroonland,* Captain T. W. Garlict, completed her initial voyage, arriving in New York Nov. 26th, the *S. S. Finland,* Captain W. J. Monroe, sailed from New York on her first voyage November 1st, and the *S. S. Manchuria,* Captain Adrian Zeeder on November 22nd. The latter is scheduled to leave San Francisco for New York on December 15th.

This is to be Capt. Zeeder's last sea voyage as a skipper, after fifty year's service on the two great oceans. He will give up his command at San Francisco, from which port the *Manchuria* will sail on its return voyage to New York on December 15th.

Small Tramp Ships Real Romancers of the Sea

LANDSMEN do not turn to look at the little ships — the little ships with their smokestacks white with brine, their rails broken, and their peeling paint giving the effect of camouflage, familiar in war time. The landsman has eyes only for the liners, the stately floating hotels with swimming pools and royal suites, thickly carpeted lounging rooms in which cheery blazes from the open fire places play on mahogany and gold finish.

Yet it is in the little ships and not in the liners that the romance of the sea exists. That coating of white on the lone funnel may have been put there by all of the Seven Seas; the sun of the tropics may have peeled the paint, and a giant wave of the far North may have broken the rails. These little ships are the gypsies of the ocean; they call at the back doors of the whole world, says the Detroit *News*.

The liner is ruled by routes and by time; the little ship—the tramp, if you please—is guided only by cargoes.

The men of these ships, resting between voyages at the piers, speak knowingly of strange places; they describe a temple in India in a few terse sentences that give a picture; they tell of women they have met—brown women, yellow women, black women, white women, and women that are not white, black, brown or yellow; they laugh at the possibility of flying fishes "on the Road to Mandalay," and scoff at the temple bells; they tell of stone images back in the brush of Yucatan—but not always. One stalwart remembers Rome because while his ship lay there the skipper's wife cooked a meal, the regular cook being drunk. And another didn't see Shanghai, though his ship was there a week, because he was so interested in a book about cowboys he didn't go ashore.

The little ships, with their strange odors, their strange tales, their men—undaunted rovers, vikings of commerce and symbolization of adventure! And the landsman who takes off his hat to the liner does not even turn his head as the little ships come up the bay!

The poem by Edmund Leamy, truly pictures the tramp ship when he writes:—

Pounding through the murky rain,
Slopping through the sea,
A bone between her teeth again,
Straining wild and free;
Outward bound for distant ports,
Foreign trade and mart
(Wind and tide nor cargoes wait),
Battered, hulking, British Freight,
Overdue and three days late,
But a wild song in her heart.
Heaving deck and gunwales under;
Stinging spume and spray;
Lightning flash and crash of thunder,
Somber skies and gray.
Outward bound, and proud, and fighting,
Salt stained, shaggy, she
(Wind and tide nor cargoes wait),
Battered, hulking, British Freight,
Overdue and three days late,
But unbeaten by the sea!

View of Morse booth at the Marine Show, Grand Central Palace (November 5th-10th). Our Fuel Oil System was featured and this exhibit probably caused more favorable comment among marine engineers than any other. Afternoon and night, it was thronged with visitors. A similar exhibit is now on view at the Power Show, December 3rd-8th.

Conrad's Xmas at Sea

By Joseph Conrad
in the Delineator.

THE daybreak of Christmas Day in the year 1879 was fine. The sun began to shine some time about 4 o'clock over the somber expanse of the southern ocean in latitude 51, and shortly afterward a sail was sighted ahead. The wind was light but a heavy swell was running. Presently I wished a Merry Christmas to my captain. He looked still sleepy but amiable. I reported the distant sail to him and ventured the opinion that there was something wrong with her. He said "Wrong?" in an incredulous tone. He took the glasses from me, directed them toward her stripped masts, resembling three Swedish safety matches flying up and down and waggling to and fro ridiculously in that heaving and austere wilderness of countless water hills and returned them to me without a word. He only yawned. This marked display of callousness gave me a shock. In those days I was generally inexperienced and still a comparative stranger in that particular region of the world of waters.

The captain, as is a captain's way, disappeared from the deck and after a time our carpenter came up the poop ladder carrying an empty small wooden keg of the sort in which certain ship's provisions are packed. I said surprised "What do you mean by lugging this thing up here, Chips?" "Captain's orders, sir," he explained shortly. I did not like to question him further and so we only exchanged Christmas greetings and he went away. The next person to speak to me was the steward. He came running up the companion stairs, "Have you any old newspapers in your room, sir?" There were several old Sydney *Heralds, Telegraphs, Bulletins* in my cabin, besides a few home papers received by the last mail. "Why do you ask, steward?" I inquired naturally. "The captain would like to have them," he said.

And even then I did not understand the inwardness of these eccentricities. I was only lost in astonishment at them. It was 8 o'clock before we had closed with that ship, which, under her short canvas and heading nowhere in particular, seemed to be loafing aimlessly on the very threshold of the gloomy home of storms. But long before that hour I had learned from the number of boats she carried that this nonchalant ship was a whaler. She was the first whaler I had ever seen. She had hoisted the Stars and Stripes at her peak and her signal flags had told us already that she was the Alaska. Two years out from New Bedford. Last from Honolulu. Two hundred and fifteen days on the cruising ground. We passed, sailing slowly, within a hundred yards of her; and just as our steward started ringing the breakfast bell, the captain and I held up aloft, in good view of the figures watching us over her stern, the keg, properly headed up and containing, besides an enormous bundle of old newspapers, two boxes of figs in honor of the day. We flung it far over the rail. Instantly our ship sliding down the slip of a high swell, left it far behind in our wake. On board the Alaska a man in a fur cap flourished an arm; another, a much bewhiskered person, ran forward suddenly. I never saw anything so ready and smart as the way that whaler, rolling desperately all the time, lowered one of her boats. The southern ocean went on tossing the two ships like a juggler his gilt balls and the microscopic white speck of the boat seemed to come into the game instantly, as if shot out from a catapult, on the enormous and lonely stage. That Yankee whaler lost not a moment in picking up her Christmas present from the English wool clipper. Before we had increased the distance very much she dipped her ensign in thanks and asked to be reported all well, with a catch of three fish. I suppose it paid them for two hundred and fifteen days of risk and toil, away from the sounds and sights of the inhabited world, like outcasts devoted beyond the confines of mankind's life to some enchanted and lonely penance.

Scientist Finds Ships Lighter When Going East Than West

IN the course of experiments to discover the origin of mountains, Professor W. G. Duffield, who occupies the Chair of Physics at Reading University, has found that ships traveling east are lighter than when going west.

He found that a 2,000-ton destroyer was four hundredweight lighter traveling east than when going west, because everything traveling east is going in the same direction as the earth is revolving and the centrifugal force is greater than when it is traveling west.

Therefore he says that a 50,000-ton Atlantic liner would weigh approximately five tons less on its journey to England than when bound to America.

Some New Sea Stories

The Lookoutman—Fenceless Meadows and The Dark Frigate—

Capt. David W. Bone, master of the Cunard Line's passenger steamer *Tuscania,* who will be remembered by those present at the rechristening of the ship *Tusitala* in our yards, has just put a new book on the market called "The Lookoutman." This book is not a novel but an answer to the question—"Oh, Captain! What kind of a ship is that yonder?" In other words, the Lookoutman in the crows' nest distinguishes the type to which the passing ship belongs,—whether she be a cargo liner, a tramp, steam yacht, trawler, the *Leviathan,* or the *Aquitania.*

Bill Adams, who has just recently published a book of the sea, called "Fenceless Meadows," and who has had an interesting career on the sea, since he has become a landsman gives voice to some interesting philosophy. He says, "Life has been mighty hard to me in some ways, but it has been worth living—well worth living. One who has known the fury of the elements, the freedom of our old brotherhood, the groan and outcry of a ship storm-tossed along the ocean ridges, has known a sort of music that will never die away again.

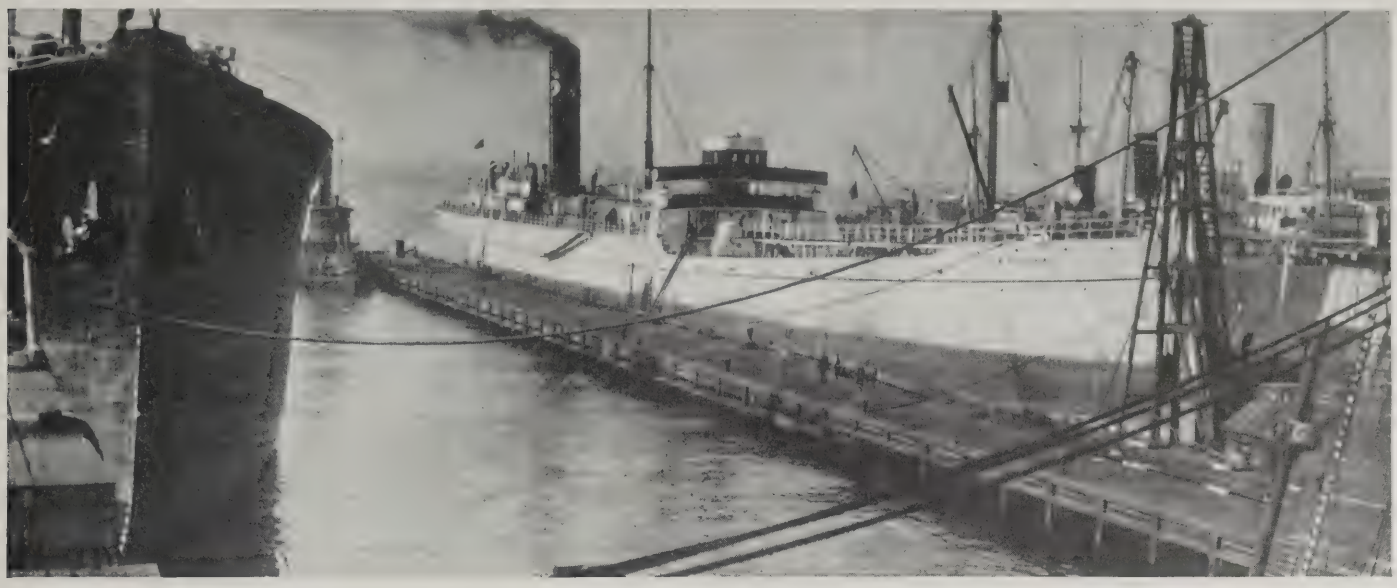
"I learned to play the game of life at sea, with a ship, amongst *men.*

"It is never any use to growl. The only way is to grab the rope and put your weight upon it.

"Life was made for singing and a bit of a dance, and I have tried to dance and I have tried to sing, and I shall go on trying still—right up to the time that the Old Man looks out of His chart room and says, "Boy, its time for you to go below now.' "

For those readers who like to take their pirate stories straight, unmixed with any dash of virtue, "The Dark Frigate" by Charles Boardman Hawes is the book. Someone has said that no one has written so perfect a pirate tale since Robert Louis Stevenson's "Treasure Island." The hero and the captain is called "The Old One," and makes Captain Blood and other villainous skippers seem tender hearted bucaneers in comparison.

Be sure you are right, then go ahead —and be sure you are wrong before you quit.



"S.S. Sequoya" at Morse Pier for Installation of New Cargo Pumps and Refrigerating System.

THE *S.S. Sequoya* of the Standard Transportation Company, Ltd., was in our yards last month for refitting with larger pumps for carrying heavier oil, and for the installation of a new refrigerating system, which will enable it to carry a four months supply of stores .

A pot-valve cargo pump was installed in the forward hold connecting to port and starboard suctions through the forward cofferdam, pipe lines extending to the after pump room and running port and starboard. The system was fitted with four 10 inch outlets for loading and unloading. This installation was made to permit the vessel to more easily and expeditiously handle the heavier fuel oil from Texas and Mexico. The pumps for handling the lighter oil with which the vessel was originally equipped have been **retained.**

A similar installation was made recently on the *S. S. Satanta.*

These are two vessels of a group belonging to the same company, all of which have Indian nomenclature, named either for an Indian tribe or chieftain, such as the *Aspinet, Masconomo, **Massasoit,** Oneka, Shabonee, Tahohee, Tamaha, Tascalusa, Tecumseh, Uncas, Wabasha* and *Winamac.*

The new refrigerating system on the *S.S. Sequoya* was installed in the space formerly used for bunker space when the vessel was operated with coal.

Ships

By John Masefield

I CANNOT tell their wonder nor make known
Magic that once thrilled through to the bone,
But all men praise some beauty, tell some tale,
Vent a high mood which makes the rest seem pale,
Pour their heart's blood to flourish one green leaf,
Follow some Helen for her grit of grief,
And fail in what they mean, whate'er they do;
You should have seen, man cannot tell to you
The beauty of the ships of that my city.
That beauty now is spoiled by the sea's pity;
For one may haunt the pier a score of times,
Hearing St. Nicholas bells ring out the chimes,
Yet never see those proud ones swaying home
With mainyards backed and bows a cream of foam,
Those bows so lovely-curving, cut so fine,
Those coulters of the many-bubbled brine,
As once, long since, when all the docks were filled
With that sea-beauty man has ceased to build.
Yet, though their splendour may have ceased to be,
Each played her sovereign part in making me;
Now I return my thanks with heart and lips
For the great queenliness of all those ships.

* * * * * *

These splendid ships, each with her grace, her glory,
Her memory of old song or comrade's story,
Still in my mind the image of life's need,
Beauty in hardest action, beauty indeed.
"They built great ships and sailed them" sounds most brave
Whatever arts we have or fail to have;
I touch my country's mind, I come to grips
With half her purpose, thinking of these ships
That art untouched by softness, all that line
Drawn ringing hard to stand the test of brine,
That nobleness and grandeur, all that beauty,
Born of a manly life and bitter duty.
That splendour of fine bows which yet could stand
The shock of rollers never checked by land.
That art of masts, sail crowded, fit to break,
Yet stayed to strength and backstayed into rake,
The life demanded by that art, the keen
Eye-puckered, hard-case seamen, silent, lean,—
They are grander than all the art of towns,
Their tests are tempests and the sea that drowns,
They are my country's line, her great art done
By strong brains labouring on the thought unwon,
They mark our passage as a race of men,
Earth will not see such ships as those again.

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL

Vol. 6 — A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the Interests of the Company. — NO. 11

FRANK ELY, Editor

WHO IS SANTA CLAUS?

MOST of us take the jolly old boy, whose special duty and privilege it is to preside over the Christmas season, pretty much for granted,—not stopping to think or inquire why there should be such a person, whether he was ever really alive and why we associate him with Christmas time.

A well known doctor, whose hobby it is to collect fascinating folk lore and tales about mythical beings, has recently delved into the ancient legends concerning Santa Claus and, piecing them together, has pointed out that "Good St. Nic" as we know him today, —fat, twinkling-eyed, and bearded,— owes his appearance to the description in the poem called "The Night Before Christmas," written in 1823 by Rev. Clement Moore, son of the Bishop of New York.

But years ago when Greece was young, there was another story. Apollo the most beloved god of the Greeks, was a kindly god and protector of the home, the crops, and the sailors in their rude vessels far out at sea. Later when they became converted to Christianity, as it was not permitted to worship pagan gods, the Church sanctified Apollo, giving him the name of St. Nicholas, meaning "He who wins victory for the people." Like Apollo, St. Nicholas was very popular as a patron saint and beloved in all the Christian churches and countries.

The Hollanders called him by the nickname of Santa Claus, which is a corruption of Nicolaus, the Dutch name for Nicholas and Santa derived from the Latin word for Saint.

For centuries St. Nicholas Day was a part of the Yuletide festivities, a celebration of the Nativity, lasting for a month from December 6th until January 6th. It was then the custom for the children to hang their stockings up on the eve of December 6th.

The reason why, at a later time, the celebration of St. Nicholas Day on December 6th was moved ahead to December 25th is probably due to the fact that when the Pope altered the calendar in 1582 by eliminating 10 days, the two dates, Christmas and St. Nicholas Day, were brought so close together that soon after this the two festival occasions became merged and were observed on the 25th of December.

The ancient custom of lighting a pine tree on Christmas Eve and giving the children toys from it, so far as can be learned was started by the early German settlers in America. In the United States the influence of Santa Claus as the patron Saint of Christmas Day, bearing gifts for all, has finally spread. Today, the world over,—regardless of creed or country, Santa Claus is a saint in the hearts of the children of every land.

From the Wise

The nerve that never relaxes; the eye that never blenches; the thought that never wanders—these are the masters of victory.—*Burke.*

In the starry shade of dim and solitary loveliness I learn the language of another world.—*Byron.*

Certain thoughts are prayers. There are moments when, whatever be the attitude of the body, the soul is on its knees.—*Victor Hugo.*

He who is great shall never lack for enemies. He has to reckon first with lesser great ones, whose ambitions he thwarts by his own success, outstripping and overshadowing them; and he has to reckon further with those insignificant parasites of humanity who, themselves utterly unproductive of aught that shall benefit their race, destitute alike of the wit to conceive for themselves or the energy and capacity to execute the conceptions of their betters, writhe in the secret consciousness of their utter worthlessness and spit the venom of their malice at him who has achieved renown. In this they no more than obey the impulses of their paltry natures, the dictates of their foolish narrow vanity. The greatness of another wounds them in their own self-love. They readily become detractors and defamers, conceiving that if in the public mind they can pull down the object of their envy, they have lessened the gulf between themselves and him. Fluent—if undeceiving—liars, they go to work through the medium of that their solo and very questionable gift. They lie of their own prowess, importance and achievement, that thus they may puff themselves up to apparently greater stature, and they lie maliciously and cruelly concerning the object of their envy, belittling his attainments, slandering him in his private and public life, and smothering his repute in the slime of their foul inventions.

By such signs shall you know them—for a fool is ever to be known by those two qualities; his inordinate vanity and his falsehood, which usually is no more than an expression of that vanity. But his falsehood, being naturally of the measure of his poor intelligence, deceives none but his own kind.

—*Sabatini.*

Well Known Men in Morse Co.

Mr. A. D. MacCorkindale

North River Branch Manager

BACK of the colorful personality of A. D. MacCorkindale is a fund of practical experience that can well make less fortunate individuals feel an excusable modicum of envy. Mr. MacCorkindale is a product of the Clyde, his family having followed the sea for generations. Thus, truly a son of the sea himself, he has been through every conceivable branch of the ship game.

Following his apprenticeship, he sailed out of the Clyde only to come ashore again after the most interesting experiences on board and in adventuring in foreign countries.

On his return he studied for Lloyds and became an honor student at London Tech in Marine Engineering and Naval Architecture, and won the Master Ship-builders certificate in the same subjects at Newcastle-on-Tyne. In the ship yards he was successful in working his way up to the position of Superintendent. Then came his appointment to Lloyds' staff where for years he was considered one of the best of this group of unusually trained shipping men. Mr. MacCorkindale has always been a keen student, ever finding an opportunity to invest his leisure time in purposeful pursuits. Until recently he has been a regular winter study member of the Electrical Engineering, Diesel and Turbine School, and has also found time to complete a course in Commercial Law.

While a Lloyds surveyor in Philadelphia, he lectured in the School of Marine Engineering and Naval Architecture there at the request of the U. S. Government.

He is an all round athlete, has been a member of International football teams and in his school days was an Olympic candidate.

His hobbies are Books and Boats. His tireless and diversified reading with an unusual ability to assimilate judiciously what he has read, have given him a most companionable personality. Macaulay's Essays are his favorite reading.

He likes to be known as "the man who declares he learns every day." The "burr" that he brought along from Scotland is only one of the delightful qualities that has made a host of friends for "Mac," during the many years that he has been intimately connected with shipping interests on both coasts, Atlantic and Pacific. He knows ships and the repair of them; he has sailed on them; worked on them; supervised and been responsible for big repair and refitting jobs; he has a definite appreciation of what an emergency job means and a knowledge of the kind of an organization required to work with dispatch; and the personal leadership which counts so materially when working with men who must do long stretches at maximum speed.

When requested to run for Congress a couple of sessions ago, he declined declaring "he was too young and the mud too deep."

His favorite verse is:—"Every kindness done is an acorn dropped, in God's productive soil; though you may not know, yet the tree will grow, and shelter the brows of toil."

New Canadian Drydock

THE Morse Dry Dock & Repair Co. extends congratulations to the St. John Dry Dock & Shipbuilding Company for the enterprise and public spirit in making this Northern Port of America, one of the great dry docking Ports in the World. St. John, New Brunswick, is now the proud possessor of the largest dry dock in the world, and its enterprise deserves all the prosperity which the investment will no doubt bring to that city. Mr. Morse was invited to the opening, but unfortunately was unable to get there in time.

Lord Byng, Governor General of Canada, officiated at the opening ceremonies. The St. John dock is cut out of solid rock and measures 1150 feet on the blocks with a breadth of 125 feet and a depth of water over sill of 42 feet.

Employees Association Directory

Officers

President, LOUIS T. FISHER, Timekeeper's Department

Vice-Pres., EUGENE CALLAGHAN, Dock Hands Department

Secretary, JAMES M. DOREMUS, Office

Treasurer, EDWARD J. HANNAVIN, Storeroom

Relief Committee, CHARLES WINKLER, Pipefitters Department F. W. GOLDEN, Storeroom JOHN GREENE, Outside Machinist

Mr. Ford Speaks Before Employees' Association

THE November meeting of the Employees' Association brought out eight hundred men and women, crowding the hall. Following the business meeting and prior to the vaudeville entertainment and dancing, L. R. Ford, Manager of the Morse Diesel Engineering Department explained briefly of the Diesel engine in its relation to ship yards in general, and the Morse yard in particular.

"The Diesel engine," said Mr. Ford, "is a comparatively young machine since the first commercial engine, a little thing of 25 H. P., was built in 1897. The most outstanding feature of the diesel engine, its marked fuel economy, was established from the first and has never been equalled in any other type of prime mover but a great deal of development had to be done to make it a simple, reliable and easily operated machine.

"Its first application was in stationery work, in small powers, but the very obvious advantages of a marine power plant that would require less fuel, allow more cargo space and cost less to operate extended its application to the marine field.

"In 1912 the first ocean going motorship, the *Selandia* was put into service and it is interesting to note that this vessel has been operating continuously nearly 12 years with the original machinery and according to all available reports this machinery is in excellent condition and the fuel economy is even better than when the vessel was new.

"Even to those who were familiar with the fine performance of the standardized cargo motorships of 5,000 to 11,000 tons deadweight, with diesel engines of 1,500 to 4,000 horsepower, it came as a distinct surprise when the Swedish American S. S. Co. recently palced an order for the *M. S. Gripsholm,* a passenger liner of 17,000 tons, to be driven by diesel engines of 13,500 H. P.

"The latest report of Lloyds shows that there are 127 large motorships now under construction.

"Motorship development in the United States for some years will be through conversion of Shipping Board steamers to diesel drive. As the result of a recent survey the Board reports that there are 361 ships that are suitable for conversion to motorships but which cannot be operated as steamers because of defective machinery.

"A short time ago a motorship job was a curiosity in any yard but now the presence of such a vessel excites little comment. This new line of work is bringing with it some associated problems just as the now standardized steam turbine work brought its special problems. Standard reciprocating steam engine practice is not always applicable to Diesel engine work. In general all fits are closer and greater accuracy is required in machine work. In finishing some parts, such as piston pins, spray valve stem, pump plungers, etc., ordinary lathe turning will not do—the finish must be by grinding. This means that the shipyard which recognizes that Diesel engine work is in some respects specialty work, will have the greatest success in its repairs.

"The Morse yard has always been one of the leaders in the application of progressive ship repair methods and is noted as one of the best equipped ship repair yards in the U. S. It is but natural then that we should be the first yard to make plans to take care of this most modern and rapidly increasing type of ship.

Unequalled Fire Fighting Equipment Gives Morse Plant Complete Protection

IT has been the policy of this Company for the past twenty years to carry its own fire and liability insurance, and for this reason, they have not only had their own Fire Department, but have fitted up their own Fire Foam Plant, and a perfect water system for supressing fires. During the last four years the number of fires in the Morse yards have been steadily and markedly decreasing. During the year 1920 there were 57 fires; in 1921, there were 24 fires reported; 1922, 17 fires; during the ten months ending October 31, 1923, six fires. The precautions taken by the Company against any severe fires include a complete Fire Foam Plant with a special building to house the two big chemical tanks on the north-west corner of the Plate Shop.

These chemicals attain a volume six times their original capacity and are especially designed to effectively smother oil fires. From the Fire Foam plant which also serves as a pump house, six pipes lead out from each tank; one set goes outside the station, the second to the boiler room, with four sets leading down to Pier 3, between the two dry-docks.

The connections and hose are ten inches in diameter to the point where five feet from the nozzle, a Siamese connection is effected which allows the chemicals to mix through five feet of hose, 2½ inches in diameter before the composition is spouted as foam upon the fire.

This special plant supplements the complete system of water connections and of movable fire fighting apparatus both for chemicals and water and a complete system of alarms and of watchmen on all piers and around the yard alert to take advantage of every emergency.

Diggers Find Ship Hulk 50 Feet Below West St.

FIFTY feet below Park Place and West Street laborers excavating for the foundations of the New York Telephone Company building recently found the rotting hulk of an old ship. Digging around the hulk to remove it, they found nine old American coins, dating back, in one instance, to 1780.

The finding of the ship is believed to indicate that the water front was once about at Washington Street and has been gradually built out to its present position. The finding of the coins, which are of copper and bronze, indicates, to the workmen at least, the urgent need of further digging.

Don't Be Hard on Europe

"THERE are events in the lives of men and in the lives of nations which are like the fall of the Autumn leaves. They fall by the myriad to the ground. They are swept by the breezes into unconsidered corners, where they are forgotten; they sink into the soil and form part of the earth. We cultivate, we dwell upon them, or tread upon them. Nothing more of them is heard, they are indistinguishable from others.

"But once in a century there are events which are like the fall of the stars, the fragments strike the earth and send it rocking and reeling out of its course. Look at Europe before the war, study the map of Europe today, its geography, its frontiers, its currency, its condition, its people, its Government—study its pension lists. There were empires that were like the planets in the heavens that have been rolled down into utter endless darkness. There are countries that were like the fixed stars in the firmament; they have crashed into atoms. The earth quivers in Europe, and no one can tell how far it has been shocked out of its course. Don't be hard on Europe."—*Lloyd George.*

Common Ways of Getting Hurt

IF necessity is the mother of invention, then carelessness is surely the father of accidents. To prove this, one need only go over the records of the plant hospital for any given day and be convinced that the great majority of accidents can be avoided by greater carefulness. A few of the accidents treated at the hospital during the past month are given below according to different departments. They are instances taken right from the hospital blotter during one week. Wind up the old year with the lowest accident record of 1923,—by avoiding Old Man Carelessness.

HULL DEPARTMENT

A heater was moving forge on dock when he tripped and fell, causing hot coil from forge to burn his hand.

Injured was riveting on bottom plates when he cut finger on edge of hole.

While walking through Plate Shop, injured struck his shin against edge of angle iron.

MACHINE SHOP

Patient was grinding tool on emery wheel when he received foreign body in his eye.

Injured was holding wrench for machinist who was removing nuts from propellor blade when his finger was struck with hammer.

JOINER & CARPENTER SHOP

Injured was helping to replace sand paper in sand papering machine when another employee moved roller causing injured's finger to be caught between rollers.

Patient was cutting a piece of wood with chisel, when chisel slipped cutting back of hand.

SHEET METAL SHOP

Injured was holding button set for mechanic while working in fresh water tank, when mechanic accidently struck helper's finger with button set.

Patient was carrying a piece of sheet metal in shop when he fell and struck his knee.

BOILERMAKER SHOP

Injured was working between boilers when hammer fell from above striking patient's head.

RIGGER

Injured was loading truck on Pier 4, when he stepped on a nail.

PIPE FITTERS

Injured was lifting some lengths of pipe from floor to place them in a rack when he caught his finger between the pipes.

COPPERSMITHS

Patient was filing a flange on a piece of pipe when pipe twisted and injured struck his finger on flange.

ELECTRICIANS

Injured was connecting up electric light wiring when he tripped over wiring and fell, spraining his wrist.

PLUMBERS

Injured was going down through a man hole when he struck his knee on the edge of man hole.

The Story of Oscar, Gus, and the Two Ottos

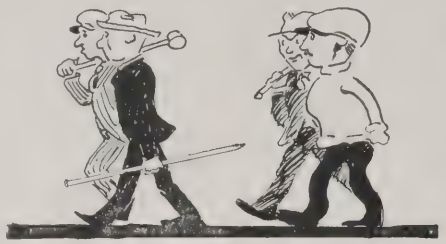
ONCE upon a time there was a man who lived in Brooklyn, and was getting tired of making the landlord richer on the first of each month. So he bethought himself of buying a plot of land and building thereon a castle for himself and family. Being an industrious individual and a skillful worker, he earned his daily bread at the well-known plant of the Morse Dry Dock & Repair Co., in the very prosperous city of Brooklyn. Deciding upon building a house, he could find no where else a more attractive location than upon the hills of Staten Island, just beyond the East River from the place of his daily toil.

Forthwith our hero visited various and sundry real estate agents in and about Staten Island and finally purchased a plot of ground which met with his fastidious taste and the approval of his "better half." Being busy all week in earning his livelihood, the next step for this ambitious fellow was to make an agreement with someone who would both dig and cart the dirt away. So a contract was duly entered into and truckloads of dirt were soon being carted away.

But the course of true love and of building operations never does run smooth. There is always some "dirty" work. In this case as soon as preliminary digging started, there was discovered a boulder of considerable dimensions and heft right in the center of the plot of ground whereon our hero expected to build his castle. Immediately, the excavating was stopped, as the contract before mentioned did not provide for obstructions being removed.

Our hero is in a quandary and after consulting legal talent throughout the Island, is at his wits' end, for nothing can be done to force the contractor to remove the rock. A new contract must be made which would entail an added expense of $150.00 for blasting. His hopes are blasted and now he must blast the rock. Grief hangs heavy over his bloody but unbowed head.

Our hero, like many others, has a host of friends and while talking of his woes at noon-day lunch, three of his fellow workmen at the Morse plant, volunteered their aid. A suggestion was made that the four of them journey to Staten Island the following Sunday and use their brute strength "in making little ones out of the big



one." For this specific purpose it was decided to take along some 28 lb. sledge hammers, as well as some steel wedges. Arrangements were then made for the four to meet secretly at the 65th Street Ferry the following Sunday morning to remove the rock from the site of our hero's future home.

Sunday morning, being a raw November one, the four were dressed in plenty of old clothes for some real work, and immediately upon arrival at the Island, called Staten, they proceeded to the scene of operation. In a short time the enemy was sighted reposing in the center of a large hollow. All four went into conference to decide on the best side to start their attack.

In order to get the benefit of whatever heat the sun had to give this day, it was upon the east side of the rock that the first blow was struck. Immediately there followed in rapid order, one blow after another, like the firing of a machine gun. They soon tired, not being used to such strenuous labor, and no appreciable damage to the enemy was noticeable.

It was decided that liquid heat was necessary to warm up, whereupon the four adjourned to a nearby emporium, and between internal liquid applications talked over what they had accomplished—about a cubic foot of rock. What with one drink after another, and vice versa, the rock was soon blasted with their talk; in fact to listen to their talk one could almost imagine the house being built, for the conversation carried along to the style of house that was to stand where the rock was, the layout of the rooms and the location of the still.

Late in the afternoon they again attempted to proceed further with the demolition of the enemy, but before a blow was struck, darkness came over the horizon, so they decided to start for home, with nothing much accomplished, except the assurance of a good long sleep.

MORAL: Excavate—Don't Lubricate.

Peter Schaefer, after thirteen consecutive years of service of the Morse Company, retired last month at the age of sixty-three. The Boys of the Machine Shop gave him a farewell celebration, a smoking set and their best wishes.

Mr. G. Bergstrom wishes to thank the Morse Dry Dock & Repair Co. for the service they gave him the night of the fire in his residence, 161—57th Street.

Expression of sympathy extended by the Employees' Association of the Morse Dry Dock & Repair Co. is acknowledged with grateful appreciation by the following:

Mrs. Charles W. McLaughlin,
Harry MacBlain and family,
Family of late Mr. Rundstrom.

William F. Kirby, Jr., son of Captain Kirby, head of the Transportation and Towing Department of the Morse Company, has just received a first class Pilot's license for steam vessels in the New York district. The younger Kirby has just passed his twenty-first birthday, having served his time aboard the floating equipment of the Morse Company and went to sea on the *S.S. Huron* to South America. Since his return from South America he has been at work on the Morse tow boats and on the steam lighter *Panuco*.

Missing from his old haunts—Paddy Kelly and his one-lung auto. What's the matter, Paddy, you never come around to see the boys any more?

A LITTLE BIRD TOLD ME

Ivar Johnson, Fuel Oil Machine Ship, is practicing doing the "shimmy" behind a "combination front." Practice makes perfect, and by and by we may see Ivar before the footlights.

Frank Whitman is going to the dogs fast these days. Besides raising a mustache, Frank is also keeping away from cigarettes. He now uses an 8 inch holder for all his smokes.

Eddie Connelley is a real sport. Wears his new suit to work, an' everything.

Wonder where Charlie Christiansen was going the other day with Louis La Combe's pants?

A good record gone to smash. Charlie Thornton came in late for the first time in over four years with the Company. Undaunted he has already started out for a better record.

A point of information from Lou Fisher. What are you doing, Lou, about that "Schmalz" case for relief?

Famous Sayings In The Machine Shop

Bill, the best man—"Good grief."

Ash—"Oh my Nell."

Schafer—"Its got to be finished tonight."

Ben DeBar—"Strike me pink—that man's hoss."

Old Steve—"Aye."

McQuillan—"Come on, Giants, Play Ball."

Bill Jones, Tool Room—"We aint got any."

Old Bill, Tool Room—"Any Butter Bars?"

Leonard—"Can't work tonight—going to the bank."

Mike Pascale—"When nobody wants soap, I get it."

Ambriano—"I was out late last night."

We wonder what attracts old Charlie Babbitt to 2nd Avenue every day at 4 o'clock.

And there's Jimmy Donovan, with a 10½ lb. "Jim Jr."—born in November.

The League of Nations meets every day at 12 o'clock at Phil's lathe in the Machine Shop to discuss world problems and the status and comparative strength of Garlic Sandwiches.

This month's best seller—"The Woes of a Landlord" by Bob Pira. Bob recently bought a house and has been having a house-full of trouble ever since.

Charlie Winkler gave a Hallow-een party at his home. Kelly the pipe bender furnished the music. Old Matty gave a few selections and Paddy Sullivan gave a few Irish steps.

Congratulations are in order. Otto Ricke's wife presented him with a pair of twins. All the Coppersmiths are now out to beat Otto, and we look forward to a new record soon.

Fred Locke is making money two ways these days. One is by working overtime and the other is by not taking the gang home in his car each night, for which he is paid $1.00 per week. Don't work overtime so much, Fred, and give the boys a square deal for their money.

Jimmy Andretto is posing as a poor Machinist's helper, whereas, if the truth be known, he owns a 32-family apartment house.

The Plumbing Department was well represented on the *S.S. Fram* by the two popular snappers, "Pinhead" Joe and "Fardown" Dave.

Walter Fowler of the Electrical Welders is now in the hat making business, and Jimmy Davett does not like the idea of being snapper of a millinery shop.

Paddy Kelly of the dry dock is sporting a new garage at the expense of the old sign over the Machine Shop. If Paddy could only find the 2 "L's" he would have the garage with his name on it. He had a hard time picking out the "K," "E" and "Y," so he is still looking through the ruins for the "I's."

Matt McCarragher and Sam Rose have been life-long friends.

Hen Crist has returned from an extensive auto tour with his family through N.Y., N.J., Penna., Delaware and Virginia.

Matt and Ben are rehearsing a sketch entitled "We are broke, but who is buying the oats now?"

Ray LaForce and H. Pace are now in partnership. How are the bananas coming, Ray?

Joe Syron of the Pipe Shop has lost his ape. Please page John McClellan.

Hughie McQuillen lost his goat on Election Day. Anyone bringing him around to Employment Office will receive reward. No questions asked.

Tommy McQuire is sporting a new pair of pants. "Where was the fire, Tommy?"

Jack Shiels and Dan Horgan were at a Hallowe'en party. That's all for now. Waiting for further details.

Charlie Winkler bet "Driftpin" that there were more Dutchmen than Chinamen on the *S.S. Sequoya*. Who wins?

The season is now open. Charlie (Brother) Harvey is going to give a Hassenpfeffer party to the boys. Oh! what a time they will have.

Willie the Bird, of the Pipe Shop, tried to have his teeth extracted by radio but could not tune in on a dentist so he had to visit one.

Chris Stockhauser is looking mighty downhearted these days. Cheer up, Chris. There's lots more fish in the pond to be caught.

We would like to know why Jack Fegen (Pipefitter) who has been working up in the cabinet shop for the past few days, comes out smiling?

"I bought a car yesterday."

"What kind is it?"

"It's an 'Ash'"

"You mean a 'Nash,' don't you?"

"No; 'Ash'—second-hand 'Cole.'"

The Funny Page

WHAT'S THAT— I CAN'T HEAR YOU- SHOUT IT OUT.!!
" SAY- IF YOU WERE ANY FURTHER AWAY I'D HAVE TO MAKE SIGNALS TO YOU -!!!
MEANING- " LOOKS LIKE MUTT AND JEFF "
HOT STUFF
"DRIFTPIN" WOODLEY AND "DAGO" FRANK CHEWING THE RAG ON BOARD THE S.S. "SEQUOYA". WHY NOT A PRIVATE PHONE INSTEAD OF SHOUTING?
CONNORS
"LET'S GO"
CHAMBERS
REO
JOHNSON
WASHBURN
KAVANAUGH
"HURRY BOYS, OR GET LEFT — THE 4:15 READY TO PULL OUT OF THE YARD.
"AINT THIS GRAND"
"YOU TELL 'EM— JOSEPH"
PROFESSOR JOE RAIMO AND HELEN ELLIS GIVING AN EXHIBITION AT THE CARD PARTY AND DANCE OF THE OFFICE FORCE.
DAVE IRISH
"HEY- WALTER DON'T FORGET TO USE THE SOAP.!"
WALTER PIERCE US ING THE MORSE NEEDLE SPRAY SHOWER.
" HOW YER MAKING OUT CHARLIE ?"
CHIEF MEYERS
CHAS BROWN
HEY CHIEF SEND IN A SECOND ALARM FOR MORE FIRE EXTINGUISHERS"
FORD SEDAN ON FIRE, ON 1ST AVE. THE VOLUNTEERS SAVE THE DAY.
"MY- WHAT GOOD FORTUNE I GET FOR MISSING STRATTON."
TAXI
A COUPLE OF ARMY BASE GIRLS ON THEIR WAY DOWN TO 1ST AVE GRAB THE SAME CAB AS JONES
PRIVATE GARAGE
HIS HANDKERCHIEF
" WHAT A JOB FOR A BIG FELLOW LIKE ME !
E.P.M.
TOM DOYLE
J. J. JONES ON HIS WAY DOWN TO THE OFFICE DURING THE LAST RAIN STORM - SOME GUYS ARE BORN LUCKY!
HEY! ROB WHEN DO WE EAT !!
DRINK UP BOYS THE WATER'S FINE "
BOB COATES AND HIS CANARIES.
ED. DONNELLY.

George Kaye says it is cheaper to buy thermometers in the Winter. They are always lower at that time of the year.

Has anybody noticed Kohl's big shoes? With the longer wheelbase he has been skidding something awful during the last rain spell.

One of Mrs. Kathryn Walker's first attempts at poetry is this:

"A little girl named Bessie Rose
Sat on a pin—Bessie rose."

"Not much sense or poetry to it," says Kathryn, "but one can easily get the point, or at least Bessie did."

If an eight day clock will run eight days without winding how long will it run if you wound it? J. G. Senia of the Cost Department has been doing some tall figuring on this problem.

Miss Johanson, one of the newcomers in the Cost Department broke her small mirror the other morning, and has been all upset since, trying to figure out how she can avoid "Old Boy Hard Luck" for the next seven years.

Here's one told by George, our good friend. While riding on the East Side Subway coming to Brooklyn, he heard the guard announce a station as "Oyt Street." George told the Guard that he dropped something and the Guard replied: "I know, I'll pick it up at Hatlantic Ave."

Marie Kelley of the Cost Department is very fond of blue eyes. In fact, she "just loves" them. Come early to avoid the rush, boys. Over there's the line.

Miss Johanson of the Cost Department is a clever financier. She lays down 1c in payment of two fares on the 59th Street Station of the subway.

M. H. Mead had "some" Hallowe'en party for children. He was busy cleaning up for some time after the kiddies had left.

Capt. Arentz was entertained by gypsies during the past month. The gypsies tried to get the Captain to take the rubber band off his roll, but there was nothing doing.

Question before the House is: What did Eddie Hannavin have on his mind when he forgot to bring the boxing gloves over to the Oct. Association Meeting?

The Office Cat Says—

Jack Gannon was walking along 4th Avenue when it began to rain. In front he thought he saw Jack Wiseman with an umbrella.

He walked up and slapped him on the back, and said jokingly: "Halloa! Give me that umbrella!"

When the man turned and Jack saw his face, he realized that he was an utter stranger. Naturally he was embarrassed, but the other man appeared even more surprised, and immediately handed over the umbrella.

"I beg your pardon," he apologized "I didn't know it belonged to you."

New Employees

Joseph Walker and Albert Lindh are the new Office Boys at the Main Plant.

Johnny Ryan has been transferred from the Main Plant, to the New York Office.

Edwin Dunn, Clerk, in Stores Dept.

H. E. Bostwick, Clerk, in the Cost Dept.

Fred Kirchhoefer, new Clerk in Disbursement Dept.

It is interesting to note that the *S.S. Evelyn,* in our yards last month, numbers among her distinguished list of past Chief Engineers one named Walter Pierce, now Service Engineer in the Morse Fuel Oil Engineering Department, who was in 1922 Chief Engineer of the *S.S. Evelyn.*

Some of the other vessels of which Mr. Pierce has been Chief Engineer include the *S.S. Mercury, S.S. Von Steuben, S.S. Baldbutte, S.S. Tuxpenoil, S.S. Warwick* and the *S.S. Elizabeth.*

Why go to Keith's for Vaudeville, when we have first-class artists right here in the plant? It won't cost you anything to see a good bowling match, and have a full evening's enjoyment. Here are some of the attractions:—

"The Alleys in which I Bowl Have Too Many Gutters"—sung by Bostwick.

"Every Pin But the Corner One"—Sung by Cy McLaurin.

"There They Dropped"—Solo Act by Fred Kirchhoefer.

"I'm Through"—by Jack Gannon.

"Where Are the Holes"—aria by George Hunt.

"Who's Holding 'Em Up Now?"—sung by Fred Edwards.

A Friendly Letter from John Hall

JOHN HALL writing from Hortonville, N. Y., says, among other things:—

"Your fine letter of the 2nd at hand and was most pleasantly surprised to hear from you.

"Thought that no doubt I had long since been forgotten by the majority of the 'gang' excepting, of course, the few I had been corresponding with from time to time.

"There is nothing that pleases me more than to find a good supper and a letter or two awaiting me at the end of a strenuous day's labor (napping in a hammock all bundled up with just my 'beak' showing).

"I don't know just how to begin to thank you all for your kindness and thoughtfulness. Pleace accept my most sincere thanks and may God give you all good health and strength so that you can all remain independent and self-supporting, and last but not least, so that you can all live and enjoy living."

John Hall's address is c/o Wayside Farm, Hortonville, N. Y.

We wonder who Danny O'Donnell thought was calling him when he recently answered a private call on Mr. Irish's extension of the telephone?

Mrs. L. Anderson (formerly a Morse employee when her name was Florence Fenk) recently paid us a visit accompanied by her two year old son, Warren.

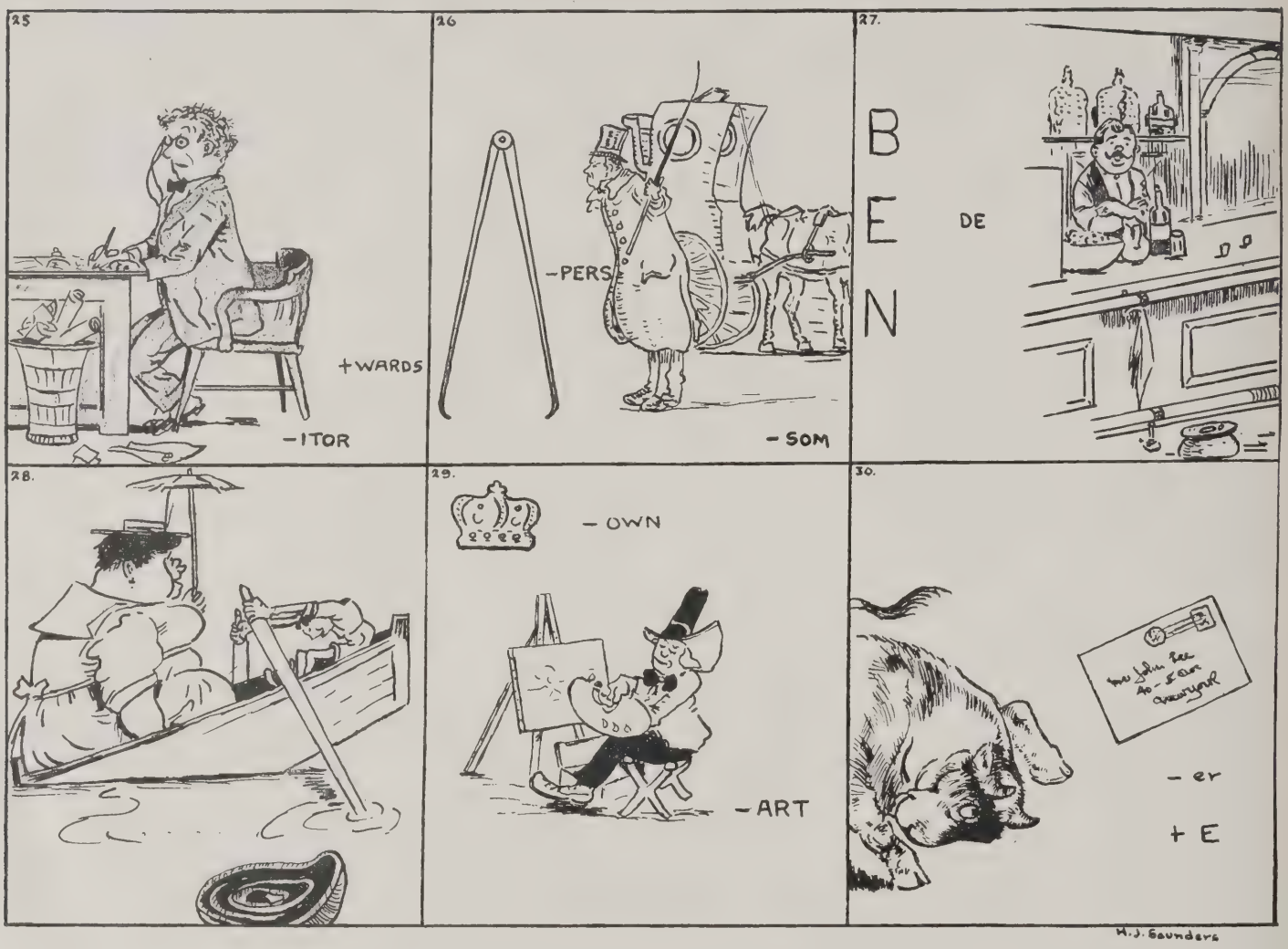
Rees: "I'm a little stiff from bowling."

Brady: "Where did you say you were from?"

Names of the Great and Near-Great in Morsedom

Can you Figure out Your Own Name in this Series?

Answers to last series:— 19—Faulkner; 20—Washburn; 21—Gannon; 22—Chambers; 23—Myers 24—Bostwick



We Laughed When We Heard Them

No Luxuries

There's a fruit grower up near Rialto, who put his two children in the summerschool at San Bernardino. Just a few days after their names had been listed a book agent called on him and said:

"Now that your children are going to school, you ought to buy them an encyclopedia."

"Encyclopedia? Be darned if I do! Let 'em walk like I did," was his retort.—*L. A. Times.*

Mary Travers: "What makes these sardines so high.

Clerk: "They're imported sardines.

Mary Travers: "Well, I'll take the domestic ones, them that had the brains to swim across to this country."

Honest Man—"Has anyone dropped a roll of bills with a rubber band around them?"

Chorus of Voices—"Yes, I have."

Honest Man—"Well, here's the rubber band."—*Oncinawile.*

Saleswoman — "Motoring costume? Yes, madam. Any particular shade?"

Customer—"Show me something in half-mourning. My engine often goes dead."

Statistically Speaking

A man went into Cohen's Book Store and asked: "Have you a copy of Who's Who and What's What by Jerome K. Jerome?"

Cohen replied, "No, sir, but we got Who's He and Vat's He Got, by Bradstreet."

An Uncensored Opinion

"Willie, can you tell the class what shape the world is?"

"Pa says it's in a hell of a shape."

Two Irishmen were up in the mountains hunting. The one carrying the gun saw a grouse, and carefully took aim. "Mike," shouted Pat, "don't shoot. The gun ain't loaded."

"I've got to," yelled Mike, "the bird will niver wait."

Biddie—I suppose you have been in the navy so long you are accustomed to sea legs?

Middie—Lady, I wasn't even looking.

Myself

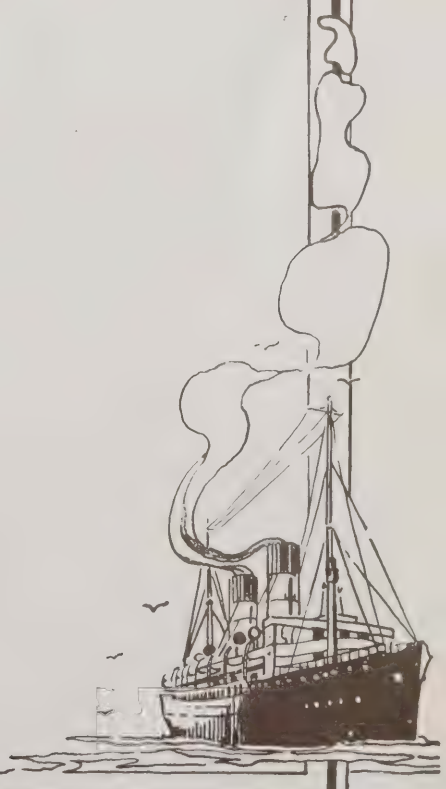
I have to live with myself, and so
I want to be fit for myself to know,
I want to be able as days go by,
Always to look myself straight in the eye
I don't want to stand, with the setting sun
And hate myself for the things I've done.

I don't want to keep on a closet shelf
A lot of secrets about myself,
And fool myself, as I come and go,
Into thinking that nobody else will know
The kind of a man I really am;
I don't want to dress up myself in sham.

I want to go out with my head erect,
I want to deserve all men's respect;
But here in the struggle for fame and pelf
I want to be able to like myself
I don't want to look at myself and know
That I'm bluster and bluff and empty show

I never can hide myself from me;
I can see what others may never see;
I know what others may never know;
I never can fool myself, and so,
Whatever happens, I want to be
Self respecting and conscience free.

—*Anon.*



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